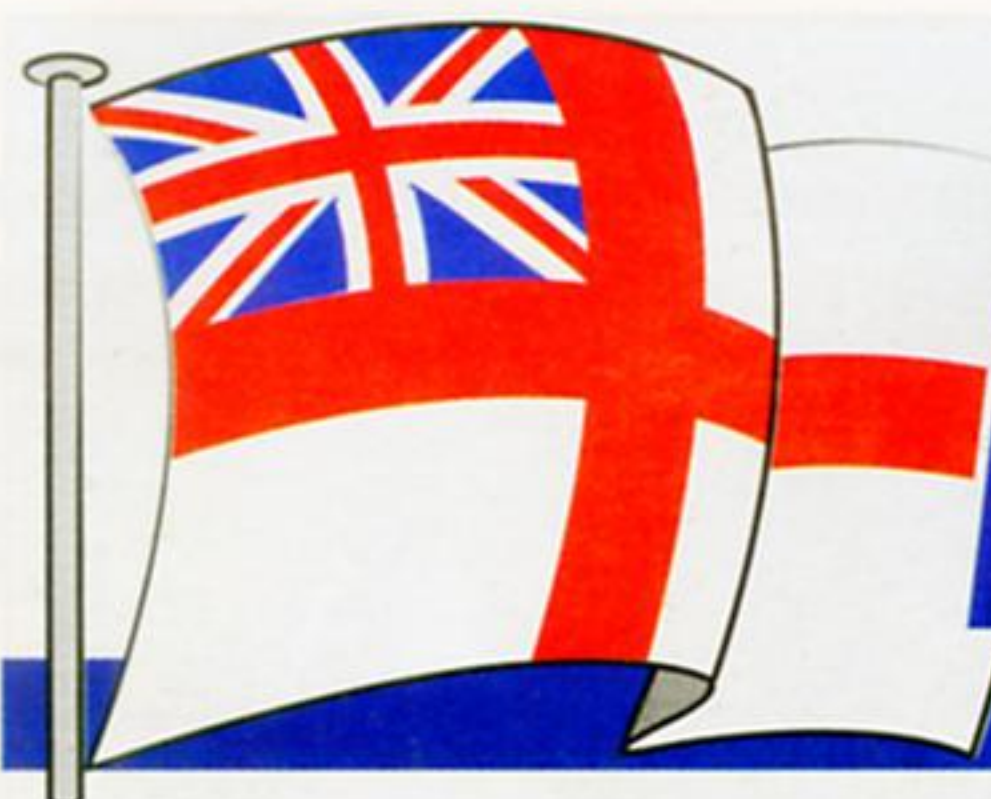


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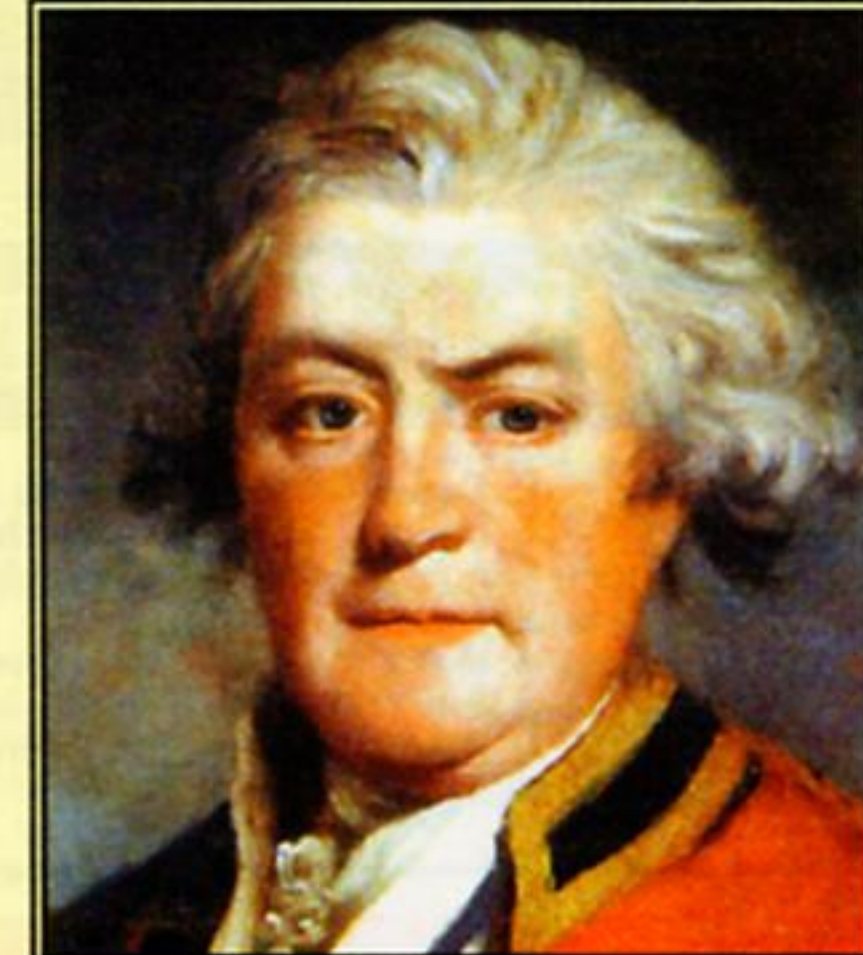


Queen awards Condor flying colours – back page



We ♥ NY – centre pages

Duncan left in Nelson's shadow – p34



TWELVE stalwarts of the Fleet are to be pensioned off early as the Royal Navy is streamlined for the 21st Century.

The scythe of cuts across the three Armed Forces means the Senior Service will lose 1,500 personnel by 2008 as part of the Strategic Defence Review announced by Defence Secretary Geoff Hoon.

First Sea Lord Admiral Sir Alan West said "most difficult decisions" had been made in transforming the Fleet from one still in many cases built to meet the challenges of the late 20th century into one needed in the post-September 11 world.

The admiral told *Navy News* that a balance had to be struck between what the Navy wanted and what it could afford.

As a result 12 ships are to be paid off early to ensure the Senior Service receives the hi-tech equipment and warships – chiefly two new aircraft carriers, eight escorting Type 45 destroyers and the state-of-the-art computer, informations and weapons systems which will power them.

The resulting shake-up means Britain's three oldest destroyers – HMS Newcastle, Cardiff and Glasgow – are to be paid off.

Joining them on the disposals list are three Type 23 frigates: HMS Norfolk, Marlborough and Grafton. Despite being just seven years old, Grafton – star of the ITV drama series *Making Waves* – is being decommissioned because she is due for a refit which her older sisters have already had.

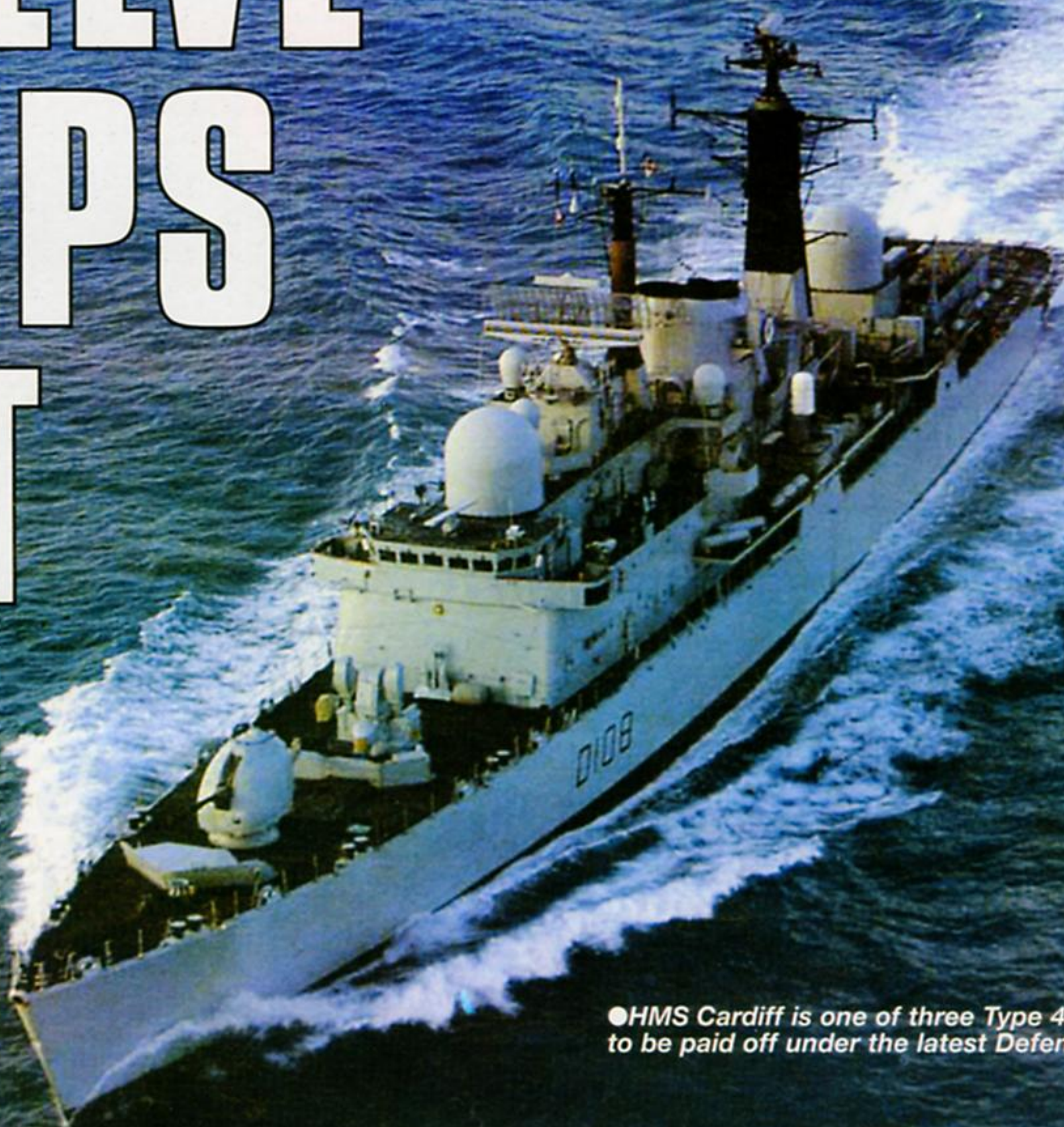
The Navy is also reducing its mine countermeasures forces to 16.

That decision means the end of HMS Sandown herself, plus sisters Bridport and Inverness.

The improved security situation in Northern Ireland means the three Hunt-class ships patrolling there will be paid off by 2007.

● Turn to back page

TWELVE SHIPS CUT



● HMS Cardiff is one of three Type 42 destroyers to be paid off under the latest Defence Review

Three destroyers and three frigates to go



● EXETER SPENDS TEATIME IN TOKYO – p14-15





Looking for limpets

A NEW version of Search Scheme Alpha in which divers train to find limpet mines placed on the hulls of ships by attack swimmers can now complete the task in less than half the time once taken.

HMS Liverpool's team (above) pioneered the new technique – ever more important under the heightened terrorist threat – after an intensive two-day Flag Officer Sea Training package off Gibraltar.

FIGUREHEADS



HMS VIRAGO

LOCATED inside the newly established Museum of the Historic Dockyard at Chatham, Kent, the figurehead from HMS Virago is one of the rare full length standing figureheads to have survived in the Royal Navy.

Relatively small in size at just over 4ft high, Virago is described as a woman of masculine strength or a female warrior and takes the form of a young woman with blonde hair and a green laurel headdress striding forward with a lighted torch in her left hand.

The name Virago dates in the Service from the early 1800s with a number of small vessels. This figurehead was taken from the second major vessel of the name, a wooden paddle frigate built at Chatham in 1842.

Just 180ft long and with a beam of 36ft, her tonnage was 1,059 and she was armed with six 68pdr pivot guns and four 10in guns.

After a short period of local service around the UK, Virago was used by the Admiralty from 1850-55 for survey work, first in the Pacific Ocean and then from the early 1860s on the North American station. She was taken out of service to be broken up at Chatham in 1876 when her figurehead was removed and placed in the Dockyard's growing collection.

It stood for many years in the grounds of Medway House before the establishment of the Historic Dockyard and removal into the Museum in the early 1990s.

FOUR-MONTH MAKEOVER

● ICE Patrol Ship HMS Endurance has begun an extensive 4-month refit at A&P dockyard, Falmouth, work to include areas such as the bridge, galley and accommodation.



Whites stay sharp in New Yorkers' view

CRITICISM of Navy whites as being outdated and out of fashion for a 21st century fleet has not passed the scrutiny of a foreign visit.

A flurry of media reports earlier this year said it was time to ditch the tropical uniform for something more appropriate and suggested the traditional rig was a little 'camp'.

But crew of HMS Invincible and HMS Cornwall and New Yorkers gave the tropical whites the thumbs up during the ships' Independence weekend visit to the Big Apple.

Crew given the option of wearing rig or civvy clothes chose to don whites nine times out of 10 during the five-day stopover.

"The uniform looks very sharp, not camp. They make great ambassadors for their country," said New Yorker Maureen Borsella. Fellow Big Apple resident Jerry Turton

added: "It's quite a sight to see large numbers of British sailors all dressed smartly out and about in our city. They stand out from the crowd."

Sailors in rig were given free rides on the subway, discount entry to the Statue of Liberty, were sent to the front of the queue to climb the Empire State Building, and generally lauded by New Yorkers.

"If you're in rig you are treated like kings," said CPO Mike Chitty of HMS Cornwall. "People offer to buy you lunch, send you to the front of queues, invite you to the theatre for free. We have been treated incredibly well."

● **WHITE COMPANY:** Sailors in rig were welcome in New York. See centre pages



Deep talk with the 'Iron Lady'

BARONESS Thatcher made a private visit to the Royal Navy Submarine Museum at Gosport, of which she is patron.

Sovereign study up for sale in aid of charity

PLYMOUTH artist Edward Boyle is offering his study in oils of HMS *Sovereign* leading the Van at the Battle of Trafalgar to the highest bidder, proceeds to go to Naval charities.

The painting shows the Plymouth-built Royal *Sovereign* opening fire with a full broadside on the Spanish *Santa Ana*. Starboard of Royal *Sovereign* is the French *Indomptable*.

Bids open at £1,000 and should be sent by post to The Editor, Navy News, HMS Nelson, Portsmouth PO1 3HH or by email to edit@navynews.co.uk. Bidding closes on September 30.

The 'Iron Lady', who was Prime Minister during the Falklands War in 1982 when the order was given for the submarine HMS *Conqueror* to torpedo the Argentinian cruiser General Belgrano, spent nearly two hours at the museum, given a guided tour by Director Cdr Jeff Tall and Chairman of the Trustees Vice Admiral Sir Roy Newman.

"Lady Thatcher has been a patron of our museum for five years and has never been able to find the time to visit before," explained Cdr Tall.

"We were delighted to welcome her and show her all the displays and exhibits. She took a very keen interest in everything and thoroughly enjoyed her time with us."

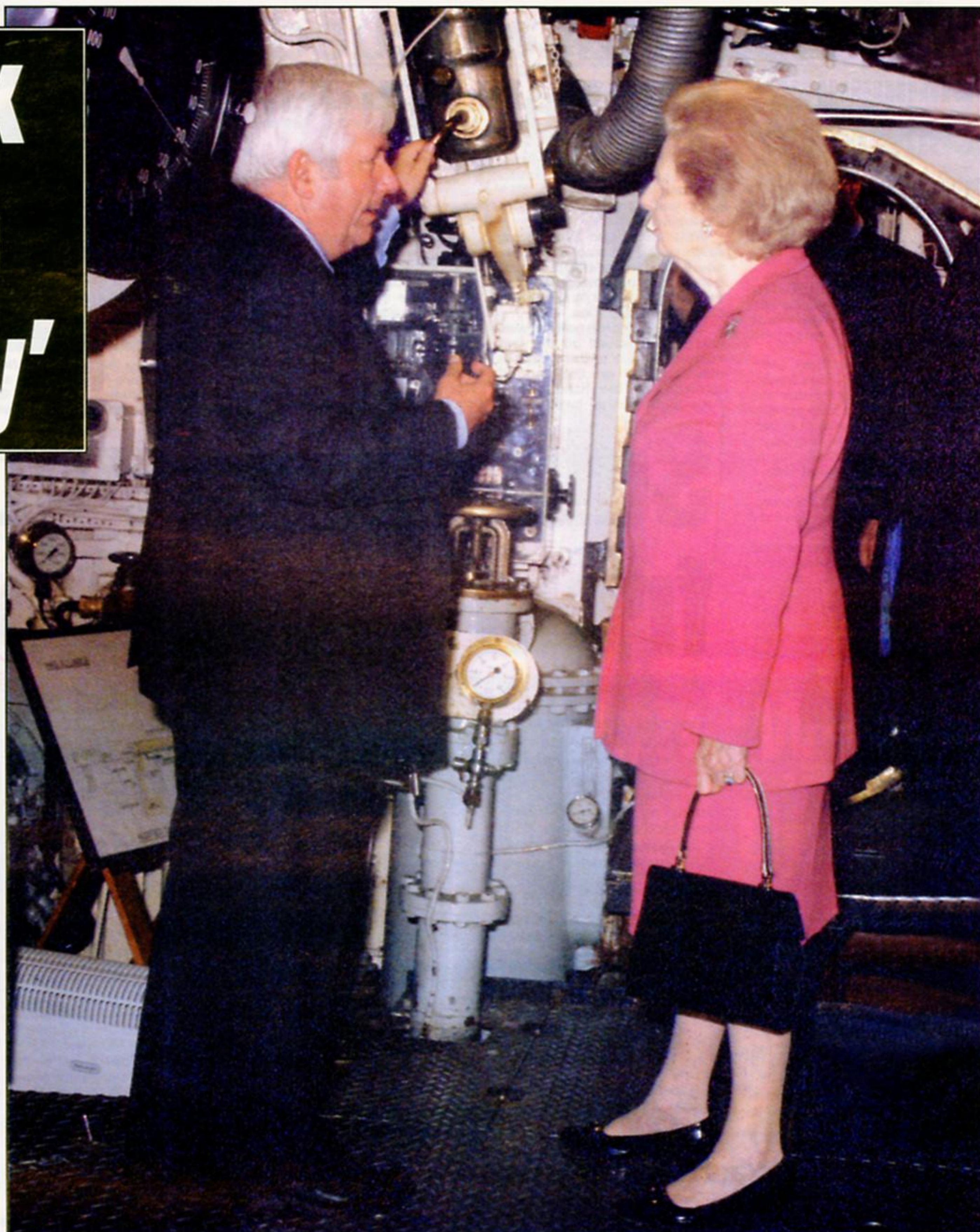
Lady Thatcher toured HMS Alliance, the UK's only walk-through submarine and a last survivor of a British World War II-type boat.

She showed particular interest in Holland I, the Navy's first ever submarine launched in 1901.

The boat sank on her way to the breaker's yard off Eddystone lighthouse in 1913 and was discovered and brought to the surface in 1981.

Following her visit to the museum Lady Thatcher was entertained to lunch on board HMS *Victory* by Second Sea Lord Vice Admiral Sir James Burnell-Nugent.

She was then given a tour of Nelson's flagship.



● Lady Thatcher on board HMS Alliance with Cdr Jeff Tall



Smashing figure, Nell

LATEST 'Forces Sweetheart' model Nell McAndrew raised over £50,000 for charities including SSAFA Forces Help by running in this year's Flora London Marathon.

RN college planning centenary celebration

THE NAVY'S officer training college celebrates its centenary next year, and plans for a series of high-profile events are already in place.

Britannia Royal Naval College (BRNC), built on an imposing hillside overlooking Dartmouth, in Devon, was opened for trainee officers in September 1905.

It replaced wooden hulks which were first commissioned in a training role in 1863 with the same aim as persists today – to train and educate young officers to meet the challenging standards of the front line.

Plans under consideration for the centenary year include royal visits, a high-profile open day, an international Young Officers regatta, receptions, reunions, sporting fixtures and a Centenary Ball.

The College also hopes to raise charity funds through various activities over the course of the year.

A Centenary Project Officer has been nominated – Lt Cdr Carlos Edwards, the College First Lieutenant – and a provisional diary of events is on the BRNC website at www.britannia.ac.uk

Sick sailor flown out

ONE OF RN Air Station Culdrose's Search and Rescue helicopters was scrambled to help a sick fisherman on a Spanish trawler.

Once the Sea King had carried out its rescue mission and deposited its care at a hospital in Brest, it too was forced to spend the night at the French port as dense fog made a return to Cornwall too difficult.

The weather also hit the Culdrose International Air Day, but despite restricted flying due to low clouds the public remained supportive.

The Italian Air Force team, the Frece Tricolori, were disappointed in their desire to show off their aerobatic skills, but rotary craft such as Sea Kings and Merlins were able to manoeuvre beneath the low clouds.

The crowd however had plenty to see and do on the ground, including an SU27 of the Ukrainian Air Force and an American UH60 Blackhawk.

Military 'car wash' completed

A NEW 'washing machine' for military vehicles at the Sea Mounting Centre at Marchwood, near Southampton, will help reduce the risk of transmission of bio-hazards to and from the United Kingdom.

Work on the wash-down facility was completed in seven months at a cost of £2.5 million, and was officially

Boat rescued by Wave Ruler

AUXILIARY tanker Wave Ruler has rescued a disabled fishing boat and its crew while the RFA ship was on patrol in the Caribbean.

Wave Ruler had sailed from Antigua and set a course to the south for counter-drugs operations when an emergency call was relayed to her by the Coast Guard in Puerto Rico.

A parallel search pattern was established based on the last known position of the vessel in distress, and on the second ten-mile leg the fishing boat Paul sighted the tanker and

attracted her attention.

A very relieved crew of three, who were running out of food, water and patience after three ships had ignored them, were happy to see the British supply ship.

It proved easier to crane the boat on board the Wave Ruler and make a fast passage to Grenada rather than tow it at slow speed, so four hours later the fishing boat and crew were delivered to a Grenadian Coast Guard cutter off St George's Harbour before Wave Ruler continued her duties.



● The fishing vessel Paul is hoisted on board RFA Wave Ruler. In the picture are (from left, no shirts) Seaman Wayne Prynn, Derek McGrath, Allan Carlin, PO Graham Williams (white hat) and Seaman Stephen Wilkinson (white shirt)

Submarine returns from global voyage

HMS TURBULENT has returned to the UK from a deployment which took her to the far side of the world.

The Trafalgar-class attack submarine left Devonport in January for a period of operational sea training off the South Coast, where her crew honed their skills for the journey ahead.

Warm-water trials in the Mediterranean were completed before the boat passed through the Suez Canal.

She crossed the Equator in May en route to Australia, and before she arrived in Fremantle Turbulent conducted a 36-hour exercise with the Australian Collins-class submarine HMAS Dechaineux.

Turbulent's visit to Fremantle – the first by a British submarine since 1997 – marked the geographical turning point for the deployment.

The nuclear-powered boat sailed from Australia in June and spent almost two weeks crossing a stormy Southern Indian Ocean.

Four days out from South Africa



● HMS Turbulent returns to Devonport

the boat picked up the sounds of whales 'singing' to each other – "a lovely sound in the very quiet ocean", according to one crewman.

The naval port of Simons Town was Turbulent's next port of call, and

during the visit members of her crew took part in the construction of houses for the people of the townships on the outskirts of Cape Town.

The visit also allowed some of the crew to support the Welsh rugby

team against the Springboks.

On leaving Simons Town Turbulent, under the command of Cdr Andy Coles, headed north, picking up almost a dozen fathers and sons of crew members in Gibraltar for the final leg of the deployment.

■ Sister boat HMS Trenchant has rejoined the Fleet after a major upgrade.

Trenchant is the second of four T-boats to emerge from the £600 million upgrade to her capability, including an upgraded command system, fitting of the world's most advanced sonars and incorporating other stealth measures.

Torbay was the first to be worked on, and the third and fourth will be Talent and Triumph, giving them much of the combat power of the new Astute-class boats.

■ HMS Tireless has called into Gibraltar after several weeks at sea.

Tireless – which spent a well-publicised spell alongside the Rock when repairs were carried out to her propulsion system in 2001 – recently visited the North Pole in company with the USS Hampton.

Devonport bags safety accolades

ACCIDENT prevention and road safety initiatives have brought Devonport two safety awards.

The Plymouth naval base was placed second and awarded a commendation by the Royal Society for the Prevention of Accidents (RoSPA) in the National Defence Sector category of their 2004 awards.

The RoSPA award recognises Devonport's achievement in consistently reducing the number of accidents at the base over the past three years, as defined in the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995.

Other initiatives which have contributed to Devonport's success include the introduction of a health screening programme for civilian staff and a two-day major fire exercise involving 40 agencies conducted at Thanckes Oil Fuel Depot in Torpoint.

Devonport has also won third place in the MOD Annual Road Safety Competition – the only naval base to win a prize.

Around 4,000 Ministry of Defence sites are eligible to take part.

The establishment – the largest naval base in Western Europe – has an extensive road network, with heavy traffic flow throughout the working day.

Initiatives have included the opportunity for staff to take a driving assessment with the Institute of Advanced Motorists to promote safe driving both inside the base and on the public highway – and Naval Base Commander Commodore Andrew Mathews led the way by signing himself up to take the test.

Oil smugglers targeted

ROYAL Navy personnel were involved in a joint operation to crack down on oil smugglers in Southern Iraq.

In conjunction with the Iraqi Riverine Patrol Service (IRPS) and the Royal Welch Fusiliers, the RN Training Team boarded more than 30 boats in the port of Abu Al Fulus and confiscated 20 oil pumps and other equipment that could be used in illegal activities.

The joint operation required the port, a known gateway for

criminals involved in smuggling millions of dollars worth of oil out of the country, to be closed to all traffic.

Working throughout a week-end, soldiers from the Queen's Royal Lancers provided mentoring and advice to members of the Iraqi Customs and Border Police on secure port management while the forces conducted their search.

The port, on the Iraq-Iran border, was reopened to river traffic on the Monday morning.

Cattistock returns to front-line duties

MINE countermeasures vessel HMS Cattistock has been formally accepted back into the Fleet following a £2.5 million refit.

A rededication ceremony at Portsmouth Naval Base marked her return to service, with VIPs and friends and families of her 42-strong ship's company in attendance.

Among the guests was a party of civic dignitaries from the ship's affiliated village of Cattistock in Dorset.

The Hunt-class vessel was out of the front line for seven months during her refit at Rosyth, where work carried out included the installation of a new fixed firefighting system in the funnel and a more environmentally-friendly waste disposal system.

The junior rates' accommodation has been refurbished and other equipment overhauled.

The ship's Commanding Officer, Lt Cdr Peter Aylott, said: "This is a key milestone in the ship's history."

"While I am very proud of the ship and excited by the future, it is, of course, the ship's company that make the real contribution in preparing and being ready to fight and win. "This day features them rather than the ship."

During the hour-long ceremony a guard of 12 ratings from the ship was inspected by Rear Admiral Roger Lockwood of the Royal College of Defence Studies in London.

The service of rededication was conducted by the Rev Terry Maze, the Navy's principal Church of Scotland and Free Churches chaplain, while music was provided by the HMS Nelson Volunteer Band.

Cattistock will now undergo sea trials off the British coast, and in December is due to join the Royal Navy's on-call force, ready to deploy anywhere at short notice

Black Sea training

DESTROYER HMS Newcastle has completed a three-week programme of training and exercises in the Black Sea.

The Type 42 warship, due to be paid off in by the end of next year, took part in a range of exercises, including harbour training and planning for NATO Exercise Co-operative Partner, based in Varna in Bulgaria.

Part of the sea phase, which involved around 40 units from various nations, saw Newcastle's Lynx helicopter on a flying exercise.

The aircraft made five successful landings on the flight deck of the Ukrainian Krivak-class frigate UP Hetman Sagaidachny following a reconnaissance mission by the British air crew.



● Ships of the NATO Mine Countermeasures Force North (MCMFORNORTH) are photographed from a bridge as they leave Bergen in Norway. Sandown-class minehunter HMS Penzance (left of lead ship) was the British contribution to the group at the time, and she is due to be replaced by HMS Shoreham this month

Picture: Magne Ahnen, Royal Norwegian Navy

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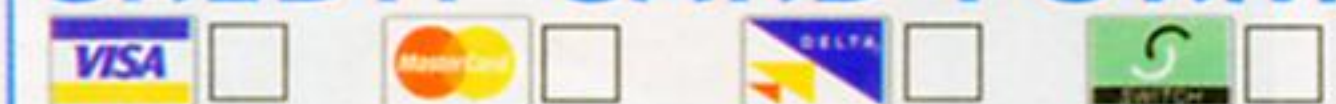
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Ships of the Royal Navy No585



Log on the Tyne

SINCE her commissioning ceremony in North Shields last year, Tyne has had an extremely busy 12 months – and is now heading for a whole lot more activity.

Out of around 220 days at sea, her company spent around 170 days on fishery protection patrol.

During that time, the ship has carried out 441 boardings, seven of which have led to arrests and detentions back into port for alleged infringements of European Union fishery legislation.

Naturally, it is not all about numbers, says her captain, Lt Cdr Mike Utley, and Tyne (sixth in her line) has spent a good portion of her time in the south west approaches in atrocious weather, acting as a deterrent.

Built by Vosper Thornycroft (UK) Ltd in Southampton under a five-year agreement, the ship is the first of the new River Class Offshore Patrol Vessels. Two-man teams conduct boardings of fishing vessels, inspecting net sizes, weight of catches, fish sizes, composure of

BATTLE HONOURS	
Baltic.....	1854
Korea.....	1953

catches and the vessel's logbook and licence.

One of the major innovations is a working cargo deck which allows Tyne to be equipped with specific facilities for a particular role, such as disaster relief, anti-pollution, firefighting and rescue work. A heavy crane with capacity for 25 tonnes is fitted to handle standard containers.

This working deck is also large enough to permit the smaller craft such as oil spill recovery tractors, a landing craft for transhipment of cargo inland by river and a variety of wheeled and tracked light vehicles.

In addition to her fishery protection duties, the ship has enjoyed several visits to ports around the UK and Eire.

Most notable have been the Grimsby and Newlyn Fish Festivals, Dartmouth (as the first regatta guardship for four years), and Galway.

Other memorable destinations have been Galway, representing



● **Boarder incidents:** Tyne has carried out more than 400 boardings while on patrol

the first visit by a major RN unit for 25 years, Antwerp and Brixham – as guardship for the trawler race.

Earlier this year, in company with her sister ship, HMS Severn, Tyne undertook a week of staff covered weapon training around the south coast of the UK and then passage for a long weekend to Bayonne in the south west of France.

Training covered all aspects of the ship's capabilities and included drills and firings of the 20mm cannon and general purpose machine guns, as well as various fire and emergency exercises.

A few weeks later, anchored off

Plymouth Sound, Tyne had the honour of acting as the official start ship for the 2004 Transatlantic yacht race.

Guests aboard included round-the-world yachtswoman Ellen MacArthur and tennis player Anna Kournikova (who fired the flare), as well as Flag Officer Sea Training Rear Admiral Roger Ainsley.

Another milestone in the River Class will be reached in October when Tyne undertakes operational sea training – first class to go through for the first time after a busy operational 18-month period.

Once Tyne has survived her testing times, she will be circling the

coasts of the country on her patrol duties for the next few months, before a well-earned pre-Christmas jaunt to Dunkirk.

The current Tyne is the sixth Naval vessel to bear the name, which first appeared in 1814 on a 28-gun 6th rate that served for 11 years. The second Tyne of 1826 was of similar size, but won the name's first battle honour in 1854 for service in the Baltic campaign of the Crimean War.

The name next appeared on an 1845 frigate, HMS Active, renamed in 1867 to serve as a training ship. Tyne also took over the identity of the Mariotis in 1878, a merchant ship purchased

Facts and figures

Class: River Class
Fishery Protection Vessel
Displacement: 1,677 tonnes
Length: 79.5 metres
Breadth: 13.6 metres
Depth: 3.8 metres
Complement: 30 (plus Royal Marine boarding party)
Speed: 16.5 kts
Range: 7,800nm at 12kts
Armament: 1X20mm British Manufacturing and Research Company (BMARC) KAA Gun; 2XGeneral Purpose Machine Gun (GMPG)
Sensors: X and S Band ARPA Radars ECDIS, Data DGPS Loran C, Gyro and Magnetic Compasses, Log and Echo Sounder, Wind Speed and Direction Data Recording Rigid Inflatable Boat (RIB) Tracking System GMDSS Area A3 Military communications
Ship's Boats: 2XHalmatic Jet Pacific 22 Rigid Inflatable Boats

for use as a troopship and store carrier.

The penultimate HMS Tyne of 1940 was a destroyer depot ship. She spent the majority of World War II as the flagship of Rear Admiral (Destroyers), Home Fleet. After a long career she was placed on the disposal list in 1964, and eventually sold for scrap in 1972.

■ **Heroes of the Royal Navy** has been held over until next month.



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Letters

JACK

BY TUBS

WATCH THIS -
I'LL PRETEND
I'M DROWNING...



No panic on board

HAVING just returned from a visit to HMS Invincible in New York Harbour, I would like to thank the commanding officer and all his crew for hosting members of the public today.

As an aviation enthusiast I was only interested in looking at the aircraft on board, however every member of the crew I came into contact with was polite and courteous.

Unfortunately living in the USA in current times, there is so much paranoia that my hobby is becoming more difficult, so I wanted to record my appreciation to everyone on board the Invincible for making the visit such a pleasure. - M. Gerrard, New Jersey, USA

Navy Lark held up by 'merry' Troubridgers

I WAS aboard HMS Troubridge in the spring of 1959 when, as Portsmouth Naval Base duty visit ship, we hosted the BBC team who came to look into the possibilities of a naval sitcom.

That day Troubridge became Troutbridge and a smash hit was born. By the time we returned from the West Indies in June 1960 *The Navy Lark* had become radio's top comedy show.

The Troubridge's 'ship's character' was a very senior able seaman, Ned Sparkes, who ran the laundry and was always very obliging.

If ever you needed a pair of shorts drenched and ironed at the rush, you just asked Ned and he would always say "cer-tain-leece" in a long drawn out way. This became the lower deck catch phrase whenever a favour was asked.

On our return to the UK the BBC invited the crew to a recording and after-show party at their Paris Theatre studio in London. Suffice to say it was a difficult evening for producer and cast playing to a bunch of, shall we say, "merry" matelots and the half-hour show took twice the normal time to record.

Eventually it was all but put to bed except for the closing credits which the announcer continually failed to complete because of the noisy audience.

Finally the producer came on stage and said "Lads, give us a break. We've just got this last bit to

do and then we can wrap up and get on with the party. Will you give us a bit of hush?"

In unison, the whole lot of us stood up and yelled "Cer-tain-leece!" - M. Jeffs, Plymouth

Caught running

I GLANCED at the picture of the old Albion on the front page of the June edition and said to my wife "Look - there I am, marines dashing across the deck."

Then I read the text, "41 Cdo RM 1965" - and realised it could well have been me.

Biafra was our destination, cruising along the coast there for some time, very hot and sticky. - H. Fenwick, Stockport.

Nice one, Billy

I WENT to France for the 60th anniversary of D-Day and visited our own destroyer memorial at Hermanville.

I would like to take the opportunity to thank Billy Swift for his part in the organisation of

the memorial service.

How he managed to get the Naval padre and the Royal Marines Band to be there I do not know, but it made a memorable occasion all the more memorable.

Thank you very much, Billy, for all your effort. See you at the 70th. - R. V. West, Stapleford, Nottingham

Grotty Gannet

I RECENTLY visited the SAR Flight at HMS Gannet and was shocked by the state of the plane guard, a Fairey Gannet.

I served at HMS Gannet with 819 Squadron in the 1980s and was there when the aircraft flew in on its last flight.

The aircraft was always highly polished and kept clean.

It is now getting very shoddy, covered in bird droppings and dirt, and parts are now open to all weather, including the cockpit.

It is sad that defence and manpower cuts have allowed this symbol of naval aviation to deteriorate to this condition.

I would suggest that the Fleet Air Arm Museum recover it before it is too late. - I. Winter (address supplied)

Smart cadet? Sure - that's my boy!

I WAS heartened to read Mr J. Proudman's comments about the perfectly turned out Royal Marine Cadet at Britannia Royal Naval College Passing Out ceremony, Easter 2004 (June issue).



to further enjoy. - Lt Janette Cooper, Royal Hospital Haslar

Showing off Sultan

DURING a recent visit to Portsmouth we went to Gunwharf Quays where a group of young men and women were publicising the summer show at HMS Sultan, their base.

They were doing an admirable job in both their advertising and public relations.

It was a pleasure to talk with these young people who showed commitment to their chosen training, intelligent discussion and fun when dealing with the children's water activities. A credit to the Royal Navy.

As an ex-serving member of the RN I would like to congratulate these young people and wish them well. - M. Hutchins, Lancing, West Sussex.

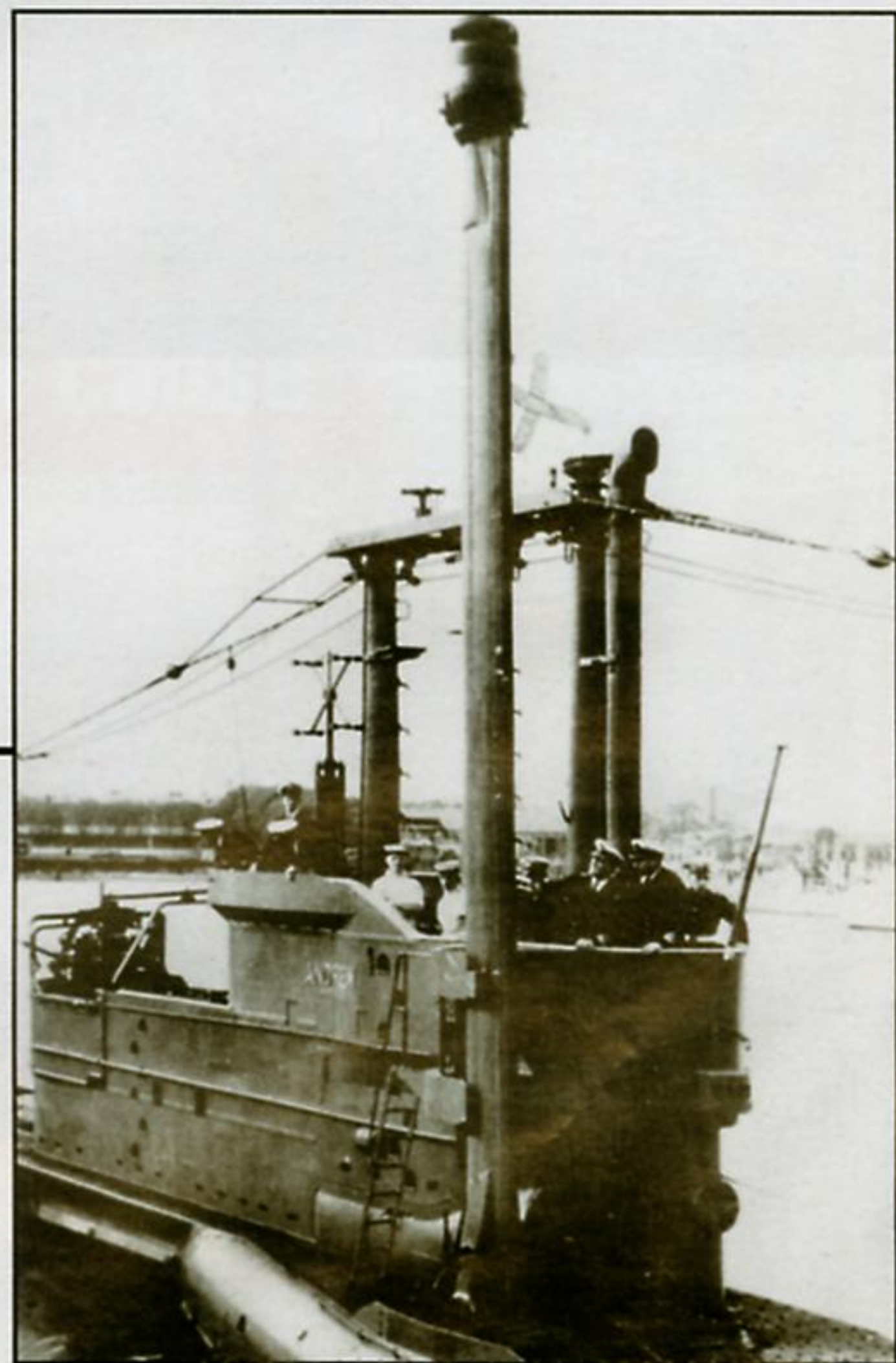
Berry Head recalled

THE DISPLAY of cap tallies by Cadet Richard Fearis of TS Zephyr included one from my old ship HMS Berry Head.

I served aboard her from 1946-48 while she was in the Reserve Fleet at Sheerness. It brought back a number of memories.

At that time I was a Leading Stores Assistant and so wore a different rig and do not of course have a tally.

I still have my gold hook - rather tarnished now, I fear. Good luck to the Sea Cadets in their endeavours. - M. J. Parsons, Croydon



Andrew in profile

THE PHOTOGRAPH of HMS Andrew in your *On the Beach* film feature (June issue) shows her having just cast off from the depot ship HMS Forth at Singapore in November 1968 for the long passage to Gosport.

Her appearance in the film poster is correct for 1959 - no gun, small sonar dome and snort mast lying portside the short fin. She still holds the submarine record for the longest overseas deployment, summer 1957 to December 1968, and refits at Hong Kong and Singapore during that period ensured that her appearance and effectiveness were updated in the same manner as her sisters' at home.

I enclose an earlier view of her showing off her heated, ring float snort mast to FOSM sometime around 1949-50. She and Taciturn were the first boats to receive this. - R. S. L. Fry, Weymouth



No. 601 51st year

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Haakon's happy return

THE JUNE issue carried the sad story of the evacuation by HMS Glasgow of King Haakon VII and the Royal Family of Norway from Molde in June 1940 which must have been a terrifying experience for all concerned.

In June 1945 I was a 19-year-old Airman stationed in Oslo and was privileged to witness the return of the King, Crown Princess and other members of the Royal Family as they stepped ashore on Norwegian soil following their enforced exile in the UK.

I was with a member of the Royal Norwegian Air Force on board a ship of the Royal Norwegian Navy just a few

feet away from the quayside where the historic event took place.

As you can imagine, the city was full of excited expectation, the crowds ecstatic in their welcome.

The Crown Prince, members of the Government and leaders of the Resistance all welcomed their King home. Each speech of welcome was met by deafening cheers by the gathered crowd. A motorcade followed through the streets bedecked with the Norwegian flag and photographs of the Royal Family, back to the same palace the King had fled from five years earlier. — L. B. Marter, Taunton

Showing the flag

WE WERE so encouraged by M. Farrow's letter (June issue) regarding the White Ensign.

St Anne's Church, Limehouse has worn the White Ensign with great pride since 1731, long before the Royal Navy was granted exclusive use in 1865.

A let in the Act of Parliament allowed St Anne's to continue to wear the Ensign and we are mentioned in Queen's Regulations.

In former days we were a Trinity House sea mark for shipping on the River Thames.

The White Ensign is worn 200ft above the ground and can be seen for many miles.

In the 19th century Admiral Nelson's wife owned a house adjacent to the church and was known to have regularly worshipped there.

As the present Rector I am also an ex 'Tiffy' - 1962 entry at HMS Figsard - and as well as being a member of the Figsard Association am privileged to be an associate member of the Chatham Naval Officers Association.

My daughter is due to pass out of BRNC Dartmouth this August.

We purchase our White Ensigns, 12ft X 6ft, from Piggotts the flag makers but they are expensive for an East End church. I am always open to any legal and positive suggestions as to sourcing them. — Rev G. Warren, Limehouse Rectory.

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication. email correspondents are also requested to provide this information.



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Mystery at Moss

HAVING won the Mystery Picture twice, I offer a mystery of my own.

The picture, taken on May 22, 1945, shows HMS Loch Scavaig visiting the town of Moss, situated on the east side of the Oslo Fjord about 38 miles south of Oslo.

Is there still anybody out there who sailed in her and - in particular - sailed in her on the said date?

And why did HMS Loch Scavaig visit Moss? To show the flag, maybe - which would have been more than a good reason for visiting Moss or any other Norwegian port in the spring and summer of 1945. — A. Johannessen, As, Norway

Vernon at Portobello

MAY I add a footnote to your item in the 50th anniversary souvenir regarding Admiral Vernon, who was responsible for having neat rum watered down to 'grog'?

My late father dug up a medalion in his Buckinghamshire garden about 80 years ago, which was struck in honour of Vernon's victory at Portobello, Panama in 1739.

The obverse has a three-quarter length portrait of the Admiral and the inscription "The British glory reviv'd by Admiral Vernon" while the reverse carries the legend "He took Portobello with six ships only" and the date November 22, 1739. There is a stylised representation of the heavily fortified harbour at the top and the six British warships below. — J. Berreclough, Dundee.

The ships in Edward Vernon's squadron were Burford, Hampton Court, Norwich, Princess Louisa, Stafford and Worcester — Ed



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Helping Hands



● Midlands youngsters enjoying the Solent

Landlubbers all at sea

A WEEKEND at sea in Portsmouth was arranged for 16 young people from the landlocked Midlands, giving them a chance to experience life at a not-much-seen sea.

Among the highlights for the youngsters was a sailing jaunt around the Solent in the tall ship TS Royalist, where they climbed the mast, steered the ship, and raised and lowered the sails.

Organiser POPT Q Shillingford said: "The weekend was a great success. Some of the children had never been out of the Midlands."

He added his thanks to WO Parr of the Career Acquaint Cadet Training Office (CACTO), and all the staff who had helped make the weekend memorable for the children of Tamworth.



● CPO 'Billy the' Kidd takes his turn on the rowing machine while HMS Cornwall conducts a Replenishment at Sea with RFA Fort George

Across the Pond on a slow row

TWO of the ships taking part in this year's Aurora deployment turned their transatlantic mission into charity gold, putting their hearts into cash collection.

In Type 22 frigate HMS Cornwall, sailors on board set themselves the tough target of racing the ship across the Atlantic and back by means of a rowing machine.

Midway through the challenge, organiser CPO Dave Chisholm said: "The rowers are right on line and will almost certainly finish successfully to raise around £2,000 for the Cornish Heart Foundation Unit."

The team of 30 keen rowers from the Type 22 frigate will have covered 12,000km in their ambitious plans to take on their own ship's turbine-powered engines.

Meanwhile on amphibious landing ship HMS Albion, a team of ten whiled away part of their long-distance crossing by hefting over one million kilograms in just 24 hours using 20kg bars.

The net result of their strongman efforts has been over £3,000 in sponsorship, all going to the

Dame Hannah Rogers School in Ivybridge and the Claire House Hospice in the warship's affiliated city of Chester.

Despite drained energy levels, CPO Dave Cavill, one of the key people behind the event, said: "All members of the team worked extremely hard during the 24-hour 'Liftathon'."

"Physically and mentally it was draining, but we had a good team who encouraged each other through the difficult periods."

"We all knew it was going to be hard work, but when your efforts are in aid of good causes then the end result is well worth it. I know we wouldn't have achieved our target of one million kilograms without the full support of the ship's company."

But the amphibious ship's company are not planning on resting on their laurels after all this back-breaking work, and have plans in hand for further cash-raising efforts to top up the money in the fundraising pot.

Both Albion and Cornwall have been part of the large maritime Task Group involved in the amphibious exercise Rapid Alliance off the coast of the United States.

Almost 6,000 British Service men and women took part in the exercise, along with forces from the US, Canada, the Netherlands, France and Germany.

Bulwark puts the boot in

ASSAULT SHIP HMS Bulwark's crew put the boot in to local Barrow charities before setting off for her new southern home in Plymouth.

Their football team raised £150 for the Barrow Community Gym that provides exercise therapy for people with mental health issues.

Although the team netted a good performance for their charity coffers, it seems the performance on the pitch was not up to scratch – but despite losing 3-0 all stayed in good heart.

Others of the ship's company found an exhilarating 40-mile trek in the Chiswick to Barrow sponsored walk the ideal way to gather over £500 for the ship's charities.

The team were joined by four medical staff from the ship's adopted hospital in Bishop Auckland who were considered most useful in treating the many blisters won along the way.



● PO Paddy Donohue and PO Billy Connor

Paddy and Billy go on the run

TWO Scottish-based sailors pushed themselves to the limits running the Edinburgh Marathon.

This was the second time that PO(D) Paddy Donohue of HMS Pembroke and PO(MW) Billy Connor of HMS Neptune had tackled the long-distance run for their respective charities, the Meningitis Research Foundation and Down's Syndrome Scotland.

Each man netted over £1,000 for their good causes, with £700 coming from the good will and kind hearts of HMS Pembroke's ship's company alone.

This year's run saw the two improve their individual times by twenty minutes.



● The Devonport Field Gun Crew showed local schoolchildren from Keyham Barton Primary School the art of fieldgun-racing

News in brief

■ **ARK ROYAL'S** big-hearted 7 Romeo Mess have raised over £1,000 for the Newborn Intensive Care Unit at St Mary's Hospital in Portsmouth.

Mess members chose the unit as their charity back in the early 1990s when one of their number came into close contact with the unit, but this bond has been kept alive due to new members' past and present links with the St Mary's maternity wards.

Money was raised during the carrier's return from the Gulf Conflict last year with a camel racing night as a particular highlight in the fundraising calendar.

■ **AFTER** one of their workmates was laid low with a stroke, the Frigates IPT (Integrated Project Team) in MOD Abbeywood set out to show in real terms their appreciation for the care and rehabilitation provided by Southmead Hospital.

WO2 'Smudge' Smith, CPO 'Arfa' Seaton, WO1 Colin Ling and CPO Ady Gardener paid a call on the care unit to present a cheque for £500 to help the unit.

■ **A TEAM** from class LOM(MW) 26 at HMS Collingwood set out brush in hand to transform a local church. In a short space of time scaffolding was set up and the Collingwood do-gooders set to with a will repainting the church window panes. The parish chairwoman declared herself delighted with the work especially since most of the congregation were unable to climb scaffolding and finances were short for outside work.

■ **THE SENIOR** rates mess on Type 42 HMS Manchester spent their Caribbean deployment at the end of last year running horse races – but all for good causes.

The Rowans Hospice in Portsmouth has seen their coffers swelled by £500 due to the destroyer's fundraising efforts.

■ **INSTRUCTORS** from Drake Division at HMS Raleigh have handed over £200 to the Friends of Torpoint Infants School.

Lt Tony Case said: "It is extremely important to support the local community and we are very proud of our close links with the teachers and pupils of the school."

"The money will help purchase a new climbing adventure frame for all the youngsters, including children with sensory disabilities."

■ **IN A NEW** first for the Gannet Search and Rescue (SAR) Flight in Scotland, the unit has been invited to take part in the Kielder Challenge, the largest corporate event in Europe.

In what is described as the Krypton Factor meets Crystal Maze, the Forces team will go head to head with 127 other teams from the corporate world.

The Search and Rescue team are tackling the physical and mental hardships for the sake of the Malcolm Sargent Hospice, a charity that supports children's cancer care in the community. To offer your support, contact the team at pwacmn5@a.dii.mod.uk.

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URNU, the wettest patrol boats in the west



THE largest gathering of student training boats in a decade took place in rather stormy seas in Portsmouth during the summer exercise period.

Technical difficulties meant four of the 14 Archer-class vessels originally lined up for the gathering had to postpone their entry into HM Naval Base.

But 10 of the vessels used by the University Royal Naval Units (URNU) still made an impressive sight as they sailed past Round Tower in formation.

Many of the class are based close to their affiliated university units, but gathered in Portsmouth part-way through their annual exercise.

Each vessel is crewed by five Naval personnel, aided by up to 12 students. The universities' summer break is used to take the civvy sailors to sea on exercises around the UK, in some cases stretching across the Channel.

"The sight of the vessels coming into Portsmouth together was quite something," said Lt Trish Kohn, Commanding Officer of HMS Tracker, affiliated to Oxford's universities.

"We are the largest squadron in the Royal Navy and as this has been such a rare event, it's been a big day in the squadron's history."

Beyond nautical activities, the boats' crews and students took part in a sports day before heading back to sea.

● Roughers: Not the mid-Atlantic, but the entrance to Portsmouth Harbour in mid-July... Four Archer-class patrol boats, led by HMS Tracker (foreground) and HMS Blazer, brave the grim weather

Picture: PO(Phot) Gary Davies



● Last-minute checks: Navy News accounts manager Melanie Gibb prepares to leap off the 80ft-high civic offices in Portsmouth's Guildhall Square. Her abseil down the side of the building raised £137 for the blind.

Assault squadron marks birthday

GREEN berets past and present gathered in Plymouth to mark the 20th anniversary of the forming of 539 Assault Squadron Royal Marines.

The 104-strong amphibious unit provides hovercraft, landing craft and Rigid Raiders for 3 Commando Brigade and was formed based on lessons in the Falklands.

Its first CO, Lt Col Ewen Southby-Tailyour, was guest speaker at the event in Plymouth.

Belgium's chock full of warships

DEVONPORT-based Type 23 frigate HMS Montrose joined vessels from nine other European fleets in the Belgian port of Zeebrugge for the country's annual Navy Days event.

The three-day visit to the Channel port rounded off a busy period for the Duke-class ship, which has recently completed extensive training off Plymouth.

"We've worked extremely hard since Easter during a challenging period of Operational Sea Training," said Montrose's CO Cdr Andrew Webb. "We are delighted to have been given the opportunity to show off the ship and enjoy a visit to Zeebrugge."

Montrose will be on show at the month's end at Navy Days in Plymouth (see page 19) when she will be pounding Devonport (mercifully not for real) as part of a naval gunfire support demonstration, one of the highlights of the two-hour amphibious assault which will be staged each afternoon of the show.

For those in peril on the sea...

SAILORS in minehunter HMS Atherstone led an emotional tribute to fishermen lost at sea.

In the entrance to the Humber, crew, led by CO Lt Cdr Richard Pethybridge, cast wreaths adrift in a poignant ceremony carried out on behalf of the local fishing community (pictured right).

The service was the latest part of a public relations push by the ship – affectionately known as the Crazy A – to highlight the work of the Fishery Protection Squadron.

The ship opened her doors to the public in Lowestoft at its annual festival in support

of the Fisherman's Mission, when more than 3000 people came onboard.

One week later she was alongside in Grimsby to support their annual festival, receiving around 1500 visitors.

The ship is the only Hunt-class mine-sweeper deployed on fisheries duties and has collected the Soberton Trophy – awarded to the vessel making the most outstanding contributions to the squadron in support of the Department for Environment Food and Rural Affairs (DEFRA).

Crew conduct more than 50 boardings of fishing vessels per patrol.



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MG range - Fuel consumption mpg (L/100km) ranges from: Urban 15.8 (17.9) - 39.2 (7.2), Extra Urban 27.2 (10.4) - 68.3 (4.1), Combined 21.5 (13.2) - 53.8 (5.2) CO₂ emissions range from 150 - 314g/km



People in the News



● Kiss my Klass: Musician Myleene is welcomed aboard HMS Glasgow by OM Jamie Rushton (l) and STD Ben Goss

Myleene adds a touch of Klass

FORMER Hearsay star turned classical musician Myleene Klass dropped in on HMS Glasgow as the Second Sea Lord thanked her for her support for the RN.

Admiral Sir James Burnell-Nugent invited Myleene, who rose to fame on the TV show *Popstars*, aboard the Type 42 destroyer for lunch to meet crew in gratitude of a concert she performed for Royal Marines on exercise in Norway earlier this year.

The musician's dad Oskar – who joined her aboard Glasgow – was a diver in the RN, serving across the globe including Singapore and Hong Kong with HMS Kent, Victorious and Ark Royal among others.

"When I was asked to support our boys, I jumped at the chance. Dad was in the Navy I would like to think that someone would have done the same for him," she said.

Besides touring Glasgow, Myleene tinkled the ivories on Admiral Burnell-Nugent's piano at his official residence, Admiralty House.



● 'LET'S hope none of our mates see us in this pose...' Best friends (l-r) PO(MEM) Gary 'Brum' Jeavons, PO(MEM) Richard 'Taff' Hicks and PO(MEA) Darren 'Smudge' Smith pose coyly for the camera as Taff and his wife Claire celebrate 10 years of wedded bliss. The trio – Brum of SFM Devonport, Taff of HMS Albion and Smudge of HMS Montrose – headed with their respective partners, Sharon, Claire and Emma, to Milford Haven as the Hicks were blessed. We won't say who sent the picture in, but the donor assures us it will come as a shock to the three petty officers: "The lads thought no-one was watching, but we managed to catch them on camera. They'll probably kill me if they see this in Navy News, but it was too good an opportunity to miss." We're sure none of their mates would pass this page around the messes to take the mickey...



Gloria in excelsis

AFTER just two years in the Royal Naval Reserve, Leading Nurse Gloria Ademokun (pictured above) has picked up two awards for her dedication to the service.

The leading hand, serving with Northwood's RNR unit HMS Wildfire, was selected as the formation's best sailor of the past 12 months.

She has also been rewarded with the Herbert Lott Naval Trust Award for her exceptional dedication and professionalism – including her intervention with colleagues which ensured the death toll when a mob attacked British forces in the town of Majar al-Kabir in Iraq did not rise, by saving the lives of wounded British personnel.

We are all feeling somewhat green...

EFFORTS to save money – and with it the environment – in the Portsmouth area have been rewarded by local businesses.

The team overseeing the Royal Navy's environmental and conservation work beat off competition from 45 other major organisations and businesses in the Hampshire and the Isle of Wight to take a regional award for the Senior Service's 'green' policies.

Organisers of the awards said the RN had surpassed its own and government targets in the environmental field.

Among the RN's achievements are reducing energy consumption – and carbon dioxide emissions – by one quarter in the past nine years, using sunlight to light buildings more effectively by day, conserving rainwater, using solar en-



● 'Hmm, maybe it wasn't a good idea to try the nutty dance...' HMS Shoreham's OM Hopkinson struggles on the aerial walkway (above) but not as much as Diver Fenwick (right)



A walk in the clouds and the Italian job, pet

SAILORS took to the skies as the crew of HMS Shoreham ditched their ship for a week of adventurous training.

The highlight of a week of team-building activities away from the Sandown-class mine counter-measures vessel and her home of Portsmouth was the impressive aerial assault course at the Moors Valley Country Park in the New Forest.

For more than two hours crew struggled over aerial walkways, slithered down aerial runways and overcame various obstacles in the sky as they tried to avoid swamps, mud and compost heaps (not always successfully).

The walk in the clouds was the most strenuous part of the adventurous week aimed at enhancing Shoreham crew's 'harmony time'.

The activities began, says organiser and Executive Officer Lt Chris Bowen, with "20 camouflaged lunatics running aimlessly through a wood trying to shoot each other" – more commonly known as paintballing.

Each crew member was given 500 rounds to discharge – which they did with aplomb although they were warned not to gang up on anyone and inflict a pasting.



● Peak practice: Newcastle's crew pose for the camera having scaled one of the lesser summits in the Italian Alps

After two days of exertion, Shoreham's CO Lt Cdr Mark Honnoraty decided a gentler activity was needed to complete the bonding.

Lt Cdr Honnoraty set a treasure hunt around the South Downs, waking his crew at the crack of dawn to stroll around the rolling countryside – with the 'treasure' suitably hidden in a public house.

While Shoreham was enjoying the delights of southern England, crew of the Geordie Gunboat headed straight for the hills when the venerable Type 42 destroyer spent

three weeks in La Spezia during a break in anti-terror operations.

Well, more the Alps than the hills.

Two groups from HMS Newcastle decided adventure was for them – one made a bee-line for Cortina, the second for the Cinque Terre region.

Twelve sailors led by LPTI Baz Sloan and CPO Gabby Hayes found themselves in Cinque Terre for Expedition Italian Job – we've no idea where they got the title from – for three days of climbing, hiking and rambling around the Rocca degli

Storti, Monte Fraschi, Monte Verugoli and Monte Galera.

After more than two days almost constantly on foot (apart from breaks for sleep, food and the local vino) the expedition with a paddle in the sea... in canoes.

"Everyone was getting the hang of it apart from OM John Yeates who found himself in the sea more than in his canoe," said Baz. "It was a great end to a great expedition and we're all looking forward to our next chance for adventure training."

In the Dolomites, even more strenuous activity was afoot as nine members of Newcastle's crew learned the art of the 'via ferrata' – the art of using ladders and steel wire to clamber around the mountains, as developed by Italian soldiers in the Alps during WW I.

Bad weather prevented the first attempt to scale a 7,000ft mountain towering over Cortina on the first day of the expedition – cunningly titled Alpine Geordie – so the sailors cycled around the region. The weather cleared on day two to allow the sailors to tackle the peak.

"The ascent was challenging and at times extremely nerve-racking, but we were rewarded with some breathtaking views of the Alpine landscape," said Lt Andy Leivers. "The descent was a lot quicker as it consisted of sliding down a steep snow gully and then running down the scree slope to the valley floor."

"For many of the team the weekend was one of the most exciting and enjoyable experiences of our lives."



● 'This really is the silliest picture I've had to pose for...' Jack the Cat looks non-pussed (sorry) by the award of his Good Conduct Badge from Devonport Captain of the Base Capt David Larmour. Jack was rewarded for four years' service when he took over from Crusher the Cat – or 'Top Cat' as he's fondly remembered – in keeping the vermin at bay in the Camels Head area. Jack's Divisional Officer, MAA Jan Wills, recommended his feline friend for an award. "Jack's proved himself to be a very active member of the rat-catching fraternity, purrforming his duties with fervour," said Jan. "He's clawed his way into the unit and never one to pussy-foot around, although he prefers a catnap by day to conserve his energy. The Duty Watch staff don't always appreciate Jack's late-night gifts of dead rats and mice and the occasional pigeon by day. Despite this failing, Jack purrvides excellent service." Right, that's enough excruciating puns for one story – Ed.

People in the News



The best things come in threes

FOR young sailors Martin Fortune and Laura Hine and Lts Steve and Dave Thomas there was only one choice of career: to join the RN.

All make up a triplicate of family members who have donned Number Ones with pride and served their nation under the White Ensign.

Lt MEM Fortune, serving in HMS Vanguard, follows dad and grandad into the Senior Service.

New recruit Laura, who's just passed out of HMS Raleigh, treads the path worn by dad Paul – a sailor in the early 70s – and sister Rachele, currently with patrol ship HMS Tyne. Mum Bev has sea air in her blood having served in passenger liners for years.

And the Thomas family have a long-standing affinity for the Sea King, flown by dad Alun and his sons Steve and Dave, all three of whom have flown the stalwart helicopter.

Martin especially has a lot to live up to.

Grandad Wilf, a radio operator, was mentioned in despatches for his work with the red berets as Naval gunfire support liaison and was recalled in the Korean War for service in HMS Opportune.

Dad Colin, an electrical mechanic, served the RN for nearly

30 years from 1965, from the Arctic to the Horn of Africa, from carrier HMS Hermes to Leander-class frigate HMS Cleopatra. No longer serving, Colin today holds the rank of lieutenant in the Sea Cadet Corps and works at Britannia RNC



● **A Hine career choice:** OM Laura is sandwiched between mum Bev and dad Paul, a former sailor

as a technical support officer.

All three Fortunes appropriately met up for the 60th anniversary of the Normandy landings and an emotional memorial service at Blackpool cenotaph for the men who never returned from France.

The Thomas family began their ties with Sea Kings back in 1970 when Lt Alun Thomas took to the skies trialling the then new Sea King Mk1 at Culdrose.

Step forward a generation and son Steve was commissioned, flying with 814 NAS and 819 NAS at Prestwick before swapping to the Merlin.

His brother Dave has also served with 819, is currently with 849 NAS in a Sea King Mk 7, the most recent variant, and is now about to end the Thomas' association with the helicopter as he too converts to Merlins.

To mark the end of an era, all three Thomases took to the skies in one of Dave's final operational flying training sorties in a Mk 7.

"It was fantastic to fly in the Sea King again, especially with my two sons," said Thomas senior. "It's good to see that the RN has got such good value from both the Thomases and the Sea Kings."

As for OM Hine, continuing her training at HMS Collingwood in Fareham, she's already lived up to one family tradition, serving in the honour guard at her passing in parade at Raleigh, like sister and dad before her.

"We are really proud of her," said Mrs Hine.

"Both girls sprung this on me in the last few years and Laura has helped score a hat-trick for our family."



● **Sea King a worthy career:** (Above) The Thomas family, (left to right) Dave, dad Alun and Steve, and the helicopter so tied with their careers and (left) Fortune favours the Navy: Dad Colin, grandad Wilf and son Martin

Old hands lend a hand aboard HMS Albion

SOME of assault ship HMS Albion's most experienced sailors decided to chip in when they noticed more youthful crew were showing signs of exhaustion during recent exercises off the USA.

A team of 'veterans' stepped in to take over the replenishment at sea programme for a day, giving the younger crew a day's rest.

With more than 130 years' experience between them the sailors and Royal Marines, the 'ancient mariners' were old hands at the well-rehearsed manoeuvre.

"I know manpower is tight across the Naval Service but I have to say I was a little surprised when the buffer pinged me to drive the winch!" said WO Tony Emmess, Albion's Royal Marine Executive Warrant Officer.

"We have to make the most of the people available and the fact that the weather was excellent was an added bonus."

A job well done

CREW of Type 22 frigate HMS Campbelltown were rewarded for their efforts in the global war on terror during the ship's return to the Middle East on patrol.

More than 30 sailors were presented with medals for their part in Operation Veritas, the 2001-02 campaign in Afghanistan, by Commanding Officer Capt Russell Best.

Two years on from Veritas, the Devonport-based warship is continuing the war on terror, this time in support of Operation Oracle in the Indian Ocean with the Allied Task Force 150 ensuring revolutionaries don't move by sea.

Degrees of happiness for officers

TWO RN officers have left Cambridge University with a greater understanding of the world.

Two keenly-contested places are available to RN personnel on an MPhil International Relations course, where students are taught international law, including issues such as the UN Security Council, world, US and Middle East politics and European history. They must also write a 25,000-word academic thesis.

This year's graduates of the course, alongside officers from the RAF, Army, and armed forces of the US, Canada and China, were Cdr Richard King, who specialised in the RN's role in the global war on terror, and Lt Cdr Steve Tatham, who focused his studies on Allied efforts to win over Arab hearts during Operation Telic.



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Aurora

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Except that this time the conflict was played out off the eastern seaboard of the United States.

The evil forces of Korona had to be ejected from the friendly nation of Kartuna as NATO's Exercise Rapid Alliance – part of the RN's summer deployment, codenamed Exercise Aurora – reached its climax.

The opening stages of Aurora featured in last month's *Navy News*.

The exercise has seen the core of the Fleet – nearly 20 vessels, led by HMS Invincible, Albion and Ocean – and more than 5,500 British military personnel take part in the largest amphibious war games since the mid 1990s.

Around 1,800 Royal Marines of 3 Commando Brigade, plus Challenger 2 tanks of the Royal Tank Regiment, provided the ground punch of the assault on Onslow Bay exercise area.

The forces used the Atlantic crossing to hone techniques, including the use of night vision goggles – vital for the pre-dawn assault intended as the core of the landing operations – while the tankmen embarked upon HMS Albion tried to get used to life at sea.

Once across the ocean, the ground troops were put ashore at the US base of Camp Lejeune to get used to the environment, which wasn't easy, explained Capt Jeff Thomas of 3 Cdo Bde.

"Training was made even more challenging because of the heat, humidity and insects," he added.

"Fortunately, the training has been outstanding or 'hoofing' as a Royal Marine might say. One of our guys said that he had the best day he has ever enjoyed in the corps."

The ground forces rolled into the specially devised battlefield of 'Combat Town', under the protective umbrella of air support provided by RAF and Fleet Air Arm Harriers and 847 NAS' Lynx and Gazelle helicopters.

Forward air controllers on the ground guided RAF and US Marine Corps jump jets into their targets; the aircraft unleashed a mix of live and dummy weapons, including laser-guided ordnance, on mock targets.

At sea, the carrier and amphibious task force ships warded off attacks from the German, Canadian and US fleets.

Sister frigates HMS Sutherland and Marlborough pounded 'enemy' positions ashore, hunted Peruvian and American hunter-killer submarines stalking the British force, and fought off the determined efforts of terrorist suicide boats zipping around on the surface.

Also offshore, 'casualties' were ferried about RFA Argus in her casualty receiving role as victims of the battle on land were evacuated *en masse*.

One of the key objectives of Aurora has been to cement further the already exceptional ties between Britain and America's armed forces.

That additional bonding worked well, said Lt Jonny Collocott of the Amphibious Task Group staff.

"The exercise has confirmed the expeditionary credentials of Britain and her allies, especially their amphibious capability and the ability to work together," he added.

Beyond the staff of the Commander of the UK Amphibious Task Group, a second British battle staff, from UK's Amphibious Maritime Force, helped direct operations, led by Royal Marine Major General Jim Dutton.

The latter was involved in planning the war games from July last year, and headed out to the 40,000-tonne American amphibious assault ship USS Nassau as part of a 150-strong US/UK team conducting the exercises as they went 'live' this summer.

The exercises were the final 'tick in the box' for the staff, which stood-up in April 2002. It has now achieved the necessary operational competence to form the core of an amphibious headquarters in a future conflict.

"Rapid Alliance was a complex and sometimes frustrating exercise," explained Capt Steven McCulley RM.

"Most challenges were overcome, some were not, but either way a wide range of lessons was identified. It goes without saying that all staff learned from the experience and in the main enjoyed it."

"Importantly there were significant benefits for further United States and UK inter-operability. It was a good result all round."

Down-time for the forces involved was granted in destinations as varied as Mayport, Fort Lauderdale, Port Canaveral – near to NASA's launch site, although sailors missed a lift-off by a matter of hours – New Orleans and New York (see this month's centre pages), while green berets headed off on Exercise Orange Break, a combination of sky-diving, climbing and diving expeditions.

There was even time for the odd game of football. RFA Fort Rosalie's crew allowed sailors from USS Normandy a token victory on the 'soccer' pitch – as thanks for the support the Americans had offered the auxiliary during the deployment.



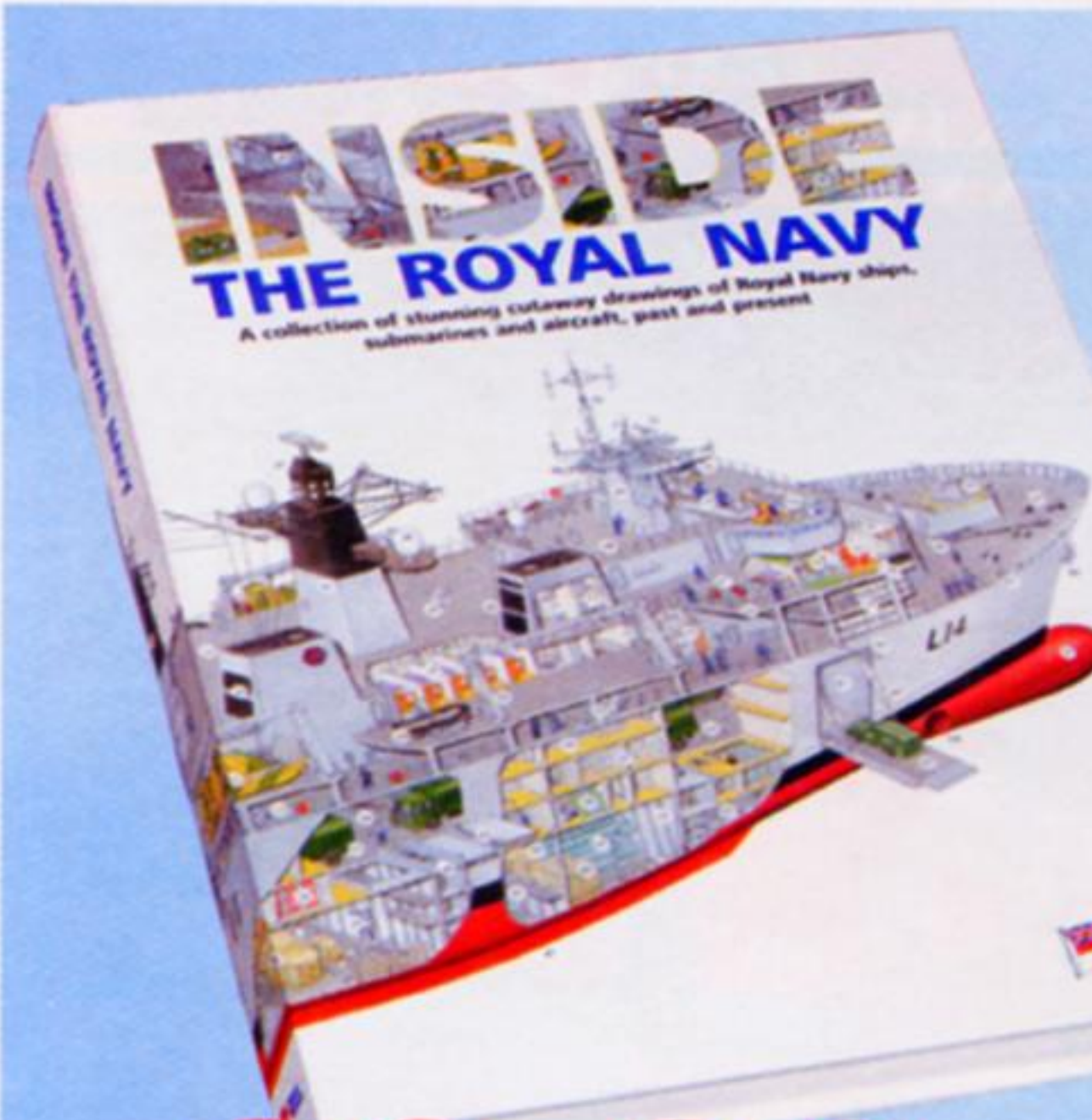
● (Above) Little ducks: Commandos move in formation along the waterways around Camp Lejeune in the half-light of early morning and (left) a green beret pauses during a night-time assault. (Below) There was added urgency for this year's sandcastle contest. Troops disembark from a truck on to the sand, SA80 rifles at the ready.



Pictures: LA(Phots) Dave Husbands, Kelly Whybrow and Darren MacDonald

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● Brothers in armadas: The White Ensign and Stars and Stripes appropriately fly side-by-side on a raiding craft



● (Above) 'What's that? Heavy armour about 100 feet to my rear?' A pause for troops, a Challenger 2 tank and a Royal Marines BV and (right) 'Get him to repeat that last message. I read it as Greece 1, France 0. Must be a mistake.' Albion's crew communicate with the Aurora fleet by Aldis lamp



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Brash, busy

IF YOU are looking for a bit of a breather from the rigours of work then Tokyo is not the first place that springs to mind.

It is a city which keeps you on your toes, a baffling mix of Eastern culture and Western habits.

International megabrands bathe the streets in harsh bursts of neon while groups of cheerful, noisy diners spill out of tiny restaurants which line shadowy alleyways beneath viaducts carrying the elegant shinkansen (bullet trains).

Buses, taxis, subways and trains weave through the cluttered, claustrophobic mass of buildings which stretches south to Yokohama and beyond – a seething, restless manifestation of the economic powerhouse which is modern Japan.

But rest and relaxation is what the ship's company of HMS Exeter needed, and their Japanese hosts were more than happy for the hard-working sailors to take their ease in the land of the rising sun.

The destroyer berthed at the Harumi Pier ferry terminal, a short ride from the bright lights, but a blessedly quiet corner of this bustling city.

With the Japanese Defence Force host destroyer JDS Shirayuki berthed just astern, many of the 270 or so officers and sailors – including a party of 17 Officer Cadets on Initial Sea Training (IST) – took advantage of the five-day visit to unwind, a wel-

Mike Gray reports from Japan on HMS Exeter's deployment. Pictures: PO(PHOT) Colin Burden

come change from the usual relentless round of official functions and ambassadorial roles.

Even days at sea are less of a respite than is normal, as much of the ship's husbandry and minor maintenance must be carried out in transit, preparing for the next high-profile port visit while still maintaining the tempo of training, often fitting in exercises within the ship or with other navies.

One group stuck to the 'work hard, play hard' philosophy and headed to the flanks of Mount Fuji.

A challenging trek took them to an overnight hut, from where they resumed their climb at 2am on the Sunday – to be rewarded with a glorious sunrise at 4.30am.

"It was absolutely spectacular," said Lt Tush Chatterjee, Exeter's Deputy Marine Engineer Officer.

"The final 500 metres of the ascent was on boulders and jagged rocks with a slope of between 50 and 70 degrees, and the temperature was zero. By 4.35am it was a white-out – you could not see a thing."

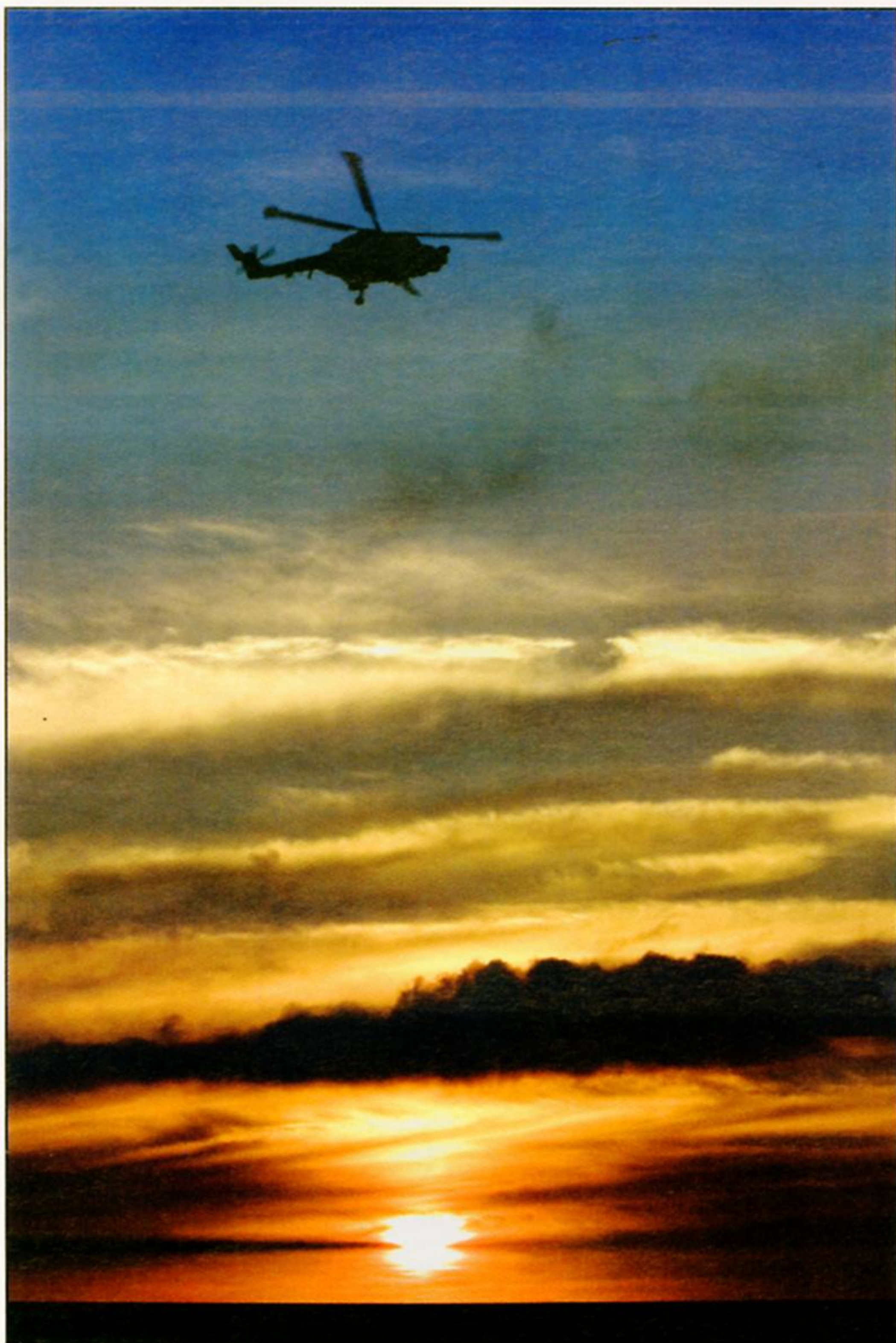
"It is certainly not a climb for novices, though thousands of people made the journey up to the crater."

The IST party, led by Lt Cdr Gareth Jones, joined Exeter in Korea, and their brief time in the Royal Navy (around 14 weeks) had already taken them to Vladivostok, with Okinawa, the Philippines and Brunei to come, the latter including a two-day jungle survival course.

Another group of 22 headed up to the Hakone National Park, and although clouds obscured Mt Fuji they consoled themselves by lengthening their lives by seven years (courtesy of black eggs, hard-boiled in sulphur springs) and a soak in an onsen – a natural hot spring where birthday suit is the required rig.

Disneyland Tokyo, not far from the ship's berth, also featured on the agenda, as did some serious shopping.

Sporting fixtures were arranged for the ship's rugby team and three men, including CO Cdr Andrew Reed, played for the British Embassy cricket team in a rain-affected match – although the rugby match resulted in a curtailed trip for one officer cadet, who flew in from the UK, played rugby on his first day in Japan and next day was on the plane home, nursing a broken wrist.



● (Above) HMS Exeter's Mk 8 Lynx helicopter carries out a dusk sortie in the Pacific Ocean during the destroyer's passage to Tokyo

● (Right) Members of the Chinese People's Liberation Army (Navy) visited Exeter in Shanghai. Here MEM Chris Mulvey shows one of the children what it would be like to be a Royal Navy firefighter



● (Above) The CO of HMS Exeter, Cdr Andrew Reed, showed Rear Admiral Zhang Zhannan around the ship in Qingdao. Here he talks about the 4.5in gun system

● (Left) Sailors from HMS Exeter visited the Mekong Delta area of Vietnam while the ship was in Ho Chi Min City. Here they see how river people live in a backwater of the delta

Tokyo offers brief respite

But there was a more serious and formal side to the visit as well. Although low key, the visit by Exeter was important enough to be supported by the presence of a senior RN officer, CINCFLEET's Commander (Operations) Rear Admiral Paul Lambert.

In close consultation with the Defence Attaché in Tokyo, Japanese-speaker Capt Simon Chelton RN, there was a round of calls to local officials to be made by senior officers of both HMS Exeter and accompanying RFA tanker Grey Rover.

And some 20 miles along the coast in Yokohama, Exeter's sailors had an important duty to perform.

The Hodogaya Commonwealth Cemetery in Japan's second city contains the graves of seven sailors from the wartime cruiser HMS Exeter, prisoners of war captured when the ship was sunk off Java in March 1942, and the current ratings and officers held a service of remembrance in the fierce heat of a bright summer morning, laying cap tallies on their predecessors' graves.

One IST officer found himself briefly in the limelight - S/Lt Phillip Bent played the Last Post and Reveille on a bugle flown out from the UK with Rear Admiral Lambert; Phillip spent much of the previous evening in Exeter's tiller flat getting to grips with the instrument.

A cocktail party and visits to and from the Shirayuki were also staged, as was a visit by orphans, who were treated to a ship's tour and party food.

Exeter - "an old ship with a young heart" according to Cdr Reed, as she has a state-of-the-art combat system - left Portsmouth in March, and is not due back until November, so Japan forms a turning point in the deployment - she is now heading home, though there is still plenty of hard work ahead in the shape of high-tempo exercises and port visits, starting with the tropical Japanese outpost of Okinawa.

Cdr Reed, who assumed command in Hong Kong in June, said: "If you are told you are going out to the Far East for eight months, sometimes you do not immediately realise there is a lot of hard work involved."

Cdr Reed pointed out that the ship must maintain a high state of readiness, and could be called away for a particular mission at any time, as sister ship HMS Glasgow was called to East Timor on a previous deployment.

"It was easy to take over command of the ship," said Cdr Reed. "It is a good and happy ship's company who are working well. I was very well supported from the moment I joined which made my job far easier."

"I also think I am one of the luck-

iest people in the Navy, doing what I wanted to when I joined 30 years ago - can you think of anything better than taking command of a destroyer doing a Far East deployment? I can't. It's pretty special."

A sentiment echoed by all but the most world-weary of Exeter's sailors, from the lucky few who bumped into one of the major players on the Tokyo scene, a Canadian businessman who ensured the Brits had access to the hottest clubs in town, to those who simply immersed themselves in the invariably polite, endlessly patient, slightly reserved and almost totally incomprehensible maelstrom of 12 million people that is Tokyo.



● HMS Exeter approaches RFA Grey Rover for a replenishment at sea (RAS) in the Pacific while en route to Vladivostok in Russia



● (Above) Enjoying a soak in a hot spring bath at Hakone in Japan are (from left) Initial Sea Training Officer Lt Cdr Gareth Jones, Navy News Deputy Editor Mike Gray, SA Rob Ellis and SA James Parsons

● (Right) Deputy Logistics Officer Lt Karen Rees and CPOCA Taff Llewellyn check the quality and quantity of fresh provisions as they are loaded on to the ship



● (Above) LMEA James Puntun places a cap tally on to the grave of a PoW sailor from the wartime HMS Exeter, buried at the Military Cemetery in Yokohama, Japan. Standing is the Commanding Officer of the current HMS Exeter, Cdr Andrew Reed (left) and MEM Joval Durham

● (Right) HMS Exeter's Lynx lifts off in the early morning sunshine of the Pacific Ocean while the ship was on passage for Tokyo. The aircraft was preparing for winch transfer practice from the destroyer's fo'c'sle



● Sunrise at the top of Mt Fuji in Japan - the stunning view which was the reward for a stiff climb in the small hours of the night by a party from HMS Exeter

Picture: Lt Tush Chatterjee (DMEO HMS Exeter)



Long-range mercy flight for Ocean

MEDICS and aircrew of HMS Ocean found themselves conducting a long-range mid-Atlantic casualty evacuation as the ship returned from exercise in the USA.

Five hundred miles from the Azores, a crew member was struck down with appendicitis – on the very first day Surg Lt Cdr Nick Imm was Ocean's principal medical officer.

He and the ship's CO Capt Tony Johnstone-Burt decided the only option was to ferry the ill sailor to the nearest hospital – in the Azores.

Two RAF Chinooks from 27 Sqn, which had participated in Exercise Aurora with Ocean, were prepared with medical kit and long-range fuel tanks.

Surg Lt Cdr Roos Allsop and PO(MA) Adam Watts accompanied their ill shipmate on the four-hour flight across the Atlantic to Lajes military airbase in the Azores and handed the sailor over to the Portuguese to care for.

The Chinooks then waited for Ocean to near before setting off on the 250-mile return journey.

After a successful operation in the Azores, the poorly crewman rejoined Ocean once she'd returned to Devonport.

■ Also back in Britain after Aurora is the Second Mine Countermeasures Squadron – HM Ships Walney, Sandown, Pembroke and Middleton, plus 'mother ship' RFA Sir Bedivere.

The squadron chalked up 8,000 miles during the deployment which took the ships to the Azores, Bermuda, Norfolk, Boston, Nova Scotia and Newfoundland, having paved the way for a mock amphibious assault by 3 Commando Brigade by clearing 'minefields' laid to halt the assault.

"We've experienced sunshine in Bermuda and the threat of icebergs in the fog off Newfoundland," said squadron CO Cdr Peter Williams.

Manchester's buzzin' as sailors parade

FOR once it wasn't raining in Manchester when the crew of the namesake destroyer exercised their freedom of the city.

Instead, glorious sunshine greeted the 230 sailors as they paraded through the streets, having left the Type 42 warship berthed at Liverpool's Canada Dock, 30 miles to the west.

Freedom of Manchester was bestowed on the destroyer six years ago, when the city was still in the grip of rebuilding following a terrorist bomb which ripped the heart out of the city centre.

Half a dozen years on, the area around Manchester's Cathedral has been transformed as the ship's company found out when they participated in a Sunday service with a maritime theme, led by the cathedral's Dean, the Very Rev Ken Riley.

The ship presented the cathedral with a White Ensign which will hang there in perpetuity.

Freedom grants the ship's company "the privilege of marching through the city with Colours flying, drums beating and bayonets fixed".

The band of the Royal Marines and the North-west Infantry King's Band joined crew as they marched through the streets, ending up outside town hall, where Lord Mayor Cllr Audrey Jones took the salute.

Crew of the 'Busy Bee' – the ship takes her nickname from the badge, which in turn is based on the city's crest, signifying Manchester's industry and hard work – spent five days in the north-west, which gave



● Manchester's guard of honour lines up in the city centre

Picture: LA(Phot) Paul Brookes

them a chance to renew old affiliations and let their hair down as well as partake in official ceremonies.

The sailors handed over £3,000 to the Wallasey Children's Charity, money which will be given to Royal Manchester Children's Hospital.

The money was raised by a string of fund-raising activities aboard the ship, which most recently deployed to the West Indies on anti-drug patrol, the most eye-catching of which was a beard-growing contest by every man aboard.

A one-day amnesty at the end of the contest gave crew licence

to shave their beards any way they liked – with some strange results.

"The ship's company has thoroughly enjoyed the opportunity to re-visit Manchester," said CO Cdr Richard Ingram. "We value our enduring relations with the people and organisations of Manchester and relished the warm welcome and generous hospitality that the ship received here."

Detained RN personnel freed by Iran

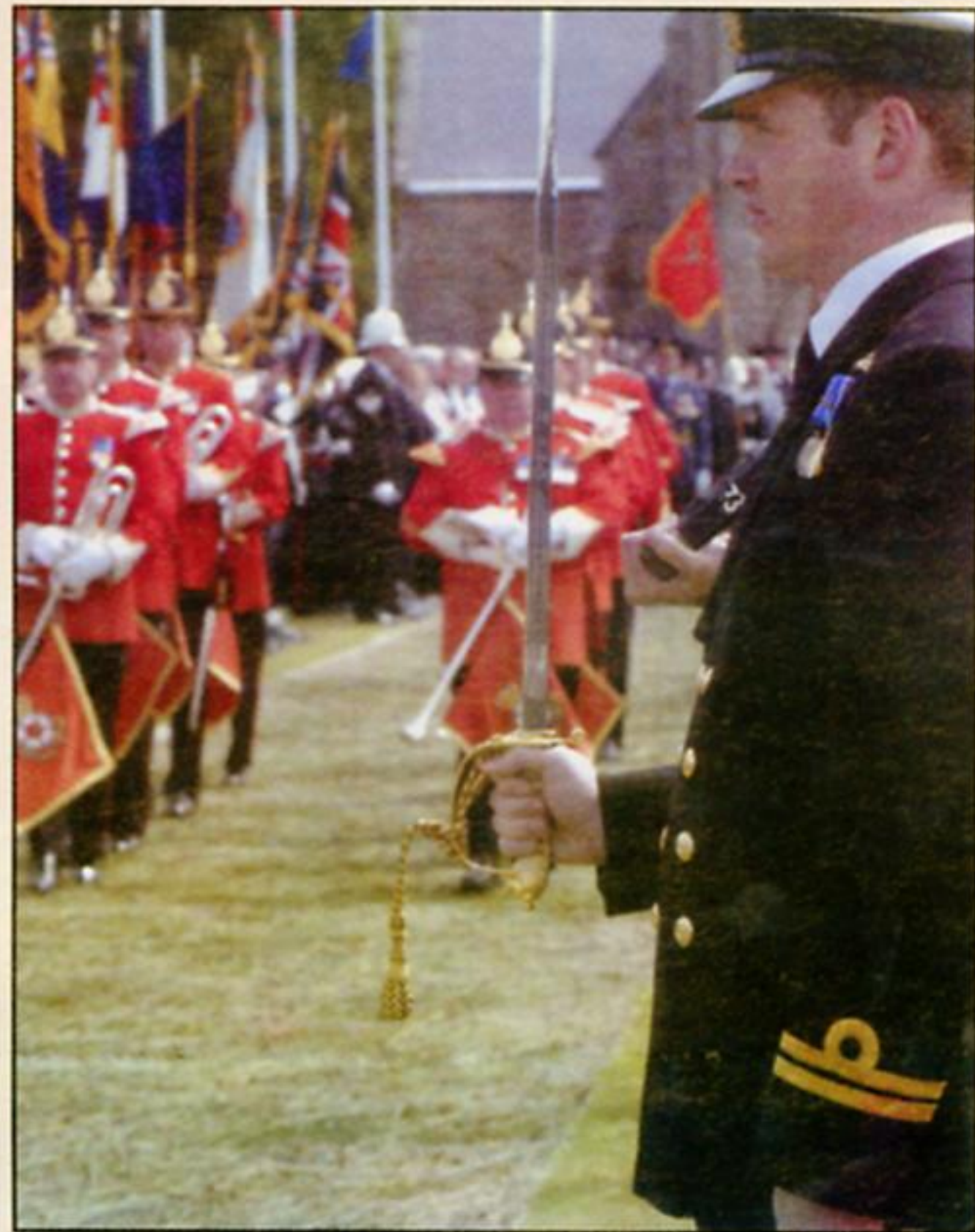
EIGHT Royal Navy personnel arrested by Iran in the waters separating the country from Iraq were released following representations from the British Government.

The men – a mixture of sailors and Royal Marines – and their three small patrol boats were detained by the Iranian authorities as *Navy News* went to press last month; the Iranians claimed the boats had strayed into their territorial waters.

Defence Minister Lord Bach said the personnel had not crossed the border, but had been "forcibly escorted" into Iranian waters.

"We have made representations to the Government of Iran and also made it clear that we do not expect a recurrence of this type of incident," he added.

Britain is continuing to negotiate with Iran for the return of the boats and their equipment.



● Also on civic duties this month were submariners from HMS Vigilant and senior officers from Scotland and the north-west, led by Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral Nick Harris. The Royal Navy provided the guard of honour at the official opening of the Tynwald, the Isle of Man's parliament, in a centuries-old ceremony.

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Mine's a large one for explosives team

DIVERS from Southern Diving Unit dealt with one of the remnants of Hitler's campaign against the nation when they blew up a huge wartime mine off the Kent coast.

But there's a good chance the explosive ordnance disposal team from Horsea Island in Portsmouth will be back to the spot near Herne Bay as the huge GC mine may not be the only deadly device on the seabed.

Fishing boat Our Sarah Jayne hauled in the parachute mine in her nets in the small hours of July 13. In little more than six hours, the SDU2 team had been aboard the trawler, warned the authorities and disposed of the ordnance after it was carefully lowered to the seabed.

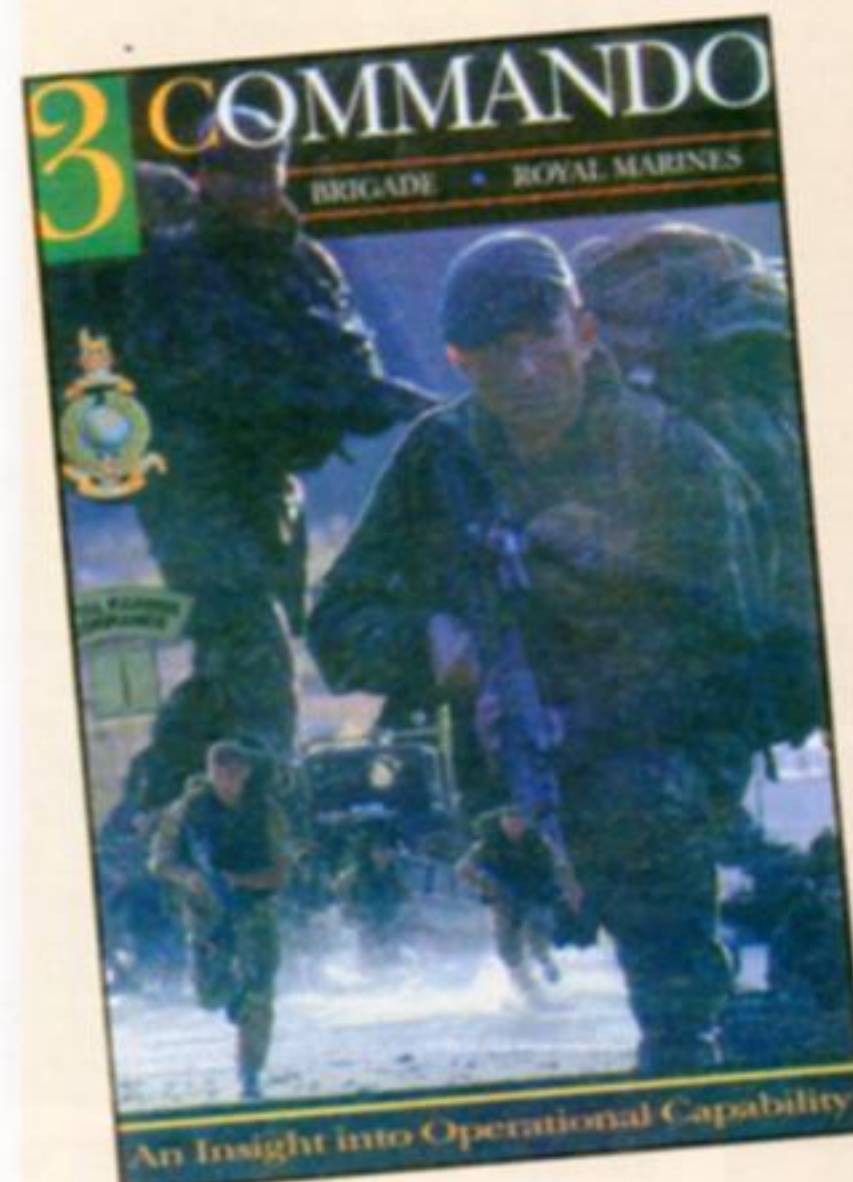
The explosives in the damaged mine created a water column at least 250ft high when detonated safely by the RN team.

"It's a beast of a mine, 9ft long and weighing about 2,000kg," said SDU2's CPO John Meekin. "The biggest danger after all these years is that a jolt may set it off."

"It's very possible it was lost with an aircraft - an aircraft wheel was also caught in the boat's net and other German instrumentation has been found in the area. There's potential for more mines being down there."



● **Boom period:** The German parachute mine explodes off Whitstable in Kent



● **Every new entry to the Royal Marines - officer or ranks - will receive this glossy 32-page brochure charting the history and present-day capability of 3 Commando Brigade, the Corps' front-line deployable brigade. The booklet replaces the existing handbook on the brigade, produced last century. The revised pamphlet, which will also be given to the media and relevant authorities so they have a better grasp of the Corps, now includes new assault ships Albion and Bulwark as well as the changes in weaponry, intelligence-led warfare and organisation of the green berets since the last handbook was published.**

The luck of the Irish...



● **Posing on the deck of former HMS Swallow, now the Irish Navy's LE Ciara, her CO Lt Cdr Paddy Harkin (right) and a colleague study the paper of the RN at Mumbles Navy Days. Ciara's participation at the four-day Welsh maritime show is believed to be the first visit to Swansea by an Irish warship. Star of the show (apart from the former Peacock-class vessel) was the 40,000-ton liner The World. The RNR and RNA held static displays and the Llanelli branch of the RNA were hosted in Ciara's senior rates' mess.**

Navy News on tape

Navy News is available free of charge on tape from Portsmouth Area Talking News for those with difficulty reading normal type. Contact 023 9269 0851 and leave a message with a contact number. No special equipment is required to play the standard 90-minute cassettes

At your Service entries

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Reunions

July 2004

Portsmouth Field Gunners Association Annual Family BBQ is on July 31 outside the GI's Club, Whale Island starting at 1200. Details from Rob Wyatt on 023 9235 6868 or Pete Ruddock on 023 9275 3897 or email: robdon.wyatt@ntlworld.com

August 2004

HMS Kite was adopted in WWII by the town of Baintree. Sadly the ship was sunk with the loss of 217 lives. August 21 marks the 60th Anniversary of that sinking and to mark the event, a commemorative plaque will be unveiled. Relatives of those lost as well as those who served in Kite are invited to contact Andrew Gladwell of Baintree District Museum on 01376 325266.

September 2004

HMS Formidable Association: 18th reunion on September 3-5 at the Donnington Thistle Hotel, Derbyshire. Details from Roy Collis on 020 8641 6970.

Sussex Division RNRV & RNR will hold a reunion for former members on September 25 at the Adur Indoor Bowls Club. Details from Rita Buckland on 01903 755096.

HMS Glory Association & 14th Carrier Air Group shipmates are invited to the Costermongers Harvest Festival Parade and Service, September 26. Assemble Guildhall Yard, London EC1 at 1300, march past by RNR 1400, parade 1415 when all RNA & FAAA members are welcome to take part. Church Service 1500 at St Mary le Bow, Cheapside. Contact Larry Golding, Pearly King of Old Kent Road on 020 8989 1994.

Calling Old Shipmates

HMS Brissenden Association: Regrettably it has been found necessary to wind up the Association. It was formed in 1993 with 100 members, since then 46 have 'crossed the bar', and with age and health limitations only 14 managed the last reunion in May. Any funds left have been donated to the RNLI.

HMS Bulwark 1961-62: Seeking any of the stokers onboard at this time. Contact John Watson on 01603 880576.

HMS Constance Association R71 & D71 1945-56 still going strong - come and join our thriving association with annual reunions. For association and reunion details contact Ernie Balderson, tel: 01529 413410.

HMS Eagle 1968-70: Seeking information of LS Tony Revett, bridge watchkeeper, manager, reporter, DJ and all else for Radio Eagle. He and Admiral Sir John Treacher met at Radio Medway when Tony interviewed the Admiral. Contact Admiral Sir John Treacher, 22 Newton Road, London, W2 5LT.

HMS Eastbourne: Seeking Pete Lowe PO CK who was best man at the wedding in 1977 of Tom Rander. They served in HMS Eastbourne with each other but have lost contact. If anyone knows of his whereabouts, contact Tom Rander, tel: 01482 817989 or email: trmndr@aol.com

HMS Ganges 1953-4: Seeking classmates from Anson 72/73, Instructors PO Pugh and CPO Croft. How about our own reunion next year at Pakefield, Ganges 100 years? Contact Jack Williams on 01436 810720, email: dwill6223@aol.com or Dennis Guthrie on: 020 8647 5670, email: iris@trinegrove.freemove.co.uk

Laurence (Londy) Gant is seeking shipmates from HMT Lord Nuffield (Gibraltar 1941-43) and also HMS Calpe (D-Day). Contact Laurence, tel: 01924 375354.

HMS Hornet 1956-7: Seeking anyone who served here at that time. Names that spring to mind are: Harry Willard, Pat Casey, Slinger Woods, Bunny Burrows, Jeff Judge, Terry Free, Johnson, Drague, Ron Pettit, Scouse Nadin. Boats crewed were Gay Fencer, Bombardier, Charioteer etc. and Dark Invader, Aggressor, Avenger and Antagonist.

Over to You

Baker: The nickname for Baker in the old Chatham Port Division was 'Pasha' whilst in the other two Port Divisions it was 'Bagsy'. Can anyone explain the Pasha. Contact DJ Baker, 16 Garden Close, Oadby, Leicestershire, LE2 5PD.

Barracuda Aircraft: A project is under way to recover a cache of Fairey Barracuda Aircraft, ditched by the Royal Navy in the Caribbean during WWII. Researcher wishes to contact eye-witness RN personnel who helped dump the aircraft for personal accounts for a possible documentary about the inglorious end of these aircraft. Any officers and ratings who remember these events should contact Robert Hallhead, Barracuda Recovery Project, PO Box 254, Wallingford, Oxfordshire, OX 10 6XN or email: robert.hallhead@ntlworld.com or Karl Kjarsgaard - email: kari@sympatico.ca

HMS Boadicea on March 18, 1879 landed 10 officers and 378 men as part of the Eshwore relief column, on April 2, 1879 while camped near the kraal called Ginhilow they were attacked by 1,000 Zulu warriors. One of the 'Udibi' boys was grabbed by a sailor and kept out of the battle by being sat on! He subsequently became Boadicea's mascot and in time became a naval rating. Having spent a day at the PRO and sifting through other records to no avail, being handicapped in not knowing the lad's Zulu name or whatever 'pusser's tally' he was enlisted under. If you can help contact R.F. Eggleston, tel: 01305 778608.

HMS Cricket (Humble River Shore Base, Hampshire): Active July 1943 to March 1946. A commemorative exhibition is running at the Manor Farm Country Park, Bursledon, until October 2004. Anyone who served at this establishment please contact Bob Nimmo, tel: 01489 788280.

Chromium-plated Dolphins: Seeking information regarding two double-sided dolphins and sit on a right angled plate (22ins x 14.5 ins). They look like the mother and father of the Royal Yacht Britannia. Have been told that they came from a Daring-class destroyer? Any information to W.A. McKoy, Kitiwake, Argyll Road, Kilcreggan, Helensburgh.

Loyal Class Fleet Tenders: A.G. Dean is building his fourth radio-controlled 1:24 scale model of Discovery (formerly RMAS Glencair). The vessel was shown as a diving tender in a BBC documentary, attempting to locate gold from a sunken Japanese ship in the Far East. Can anyone advise: 1) were any structural changes made; 2) where was the work carried out; 3) who carried out the

October 2004

6th Destroyer Flotilla (1944-46): Annual reunion at the Trecarn Hotel, Babbacombe, Torquay from October 1-4. Contact E.A. Warren on 01534 724255.

The River Plate Veterans and Families Association: 65th Anniversary Reunion at Royal Fleet Club, Morice Square, Devonport, October 8-11. Details from J. Smith, tel: 01302 841806 or email: family@rplytdale.fsnet.co.uk

HMS Llandaff reunion is to take place in Cardiff on October 8-9. Any one who wishes to attend please contact Slinger Wood by email: kevin.wood@blueyonder.co.uk or 020 8581 5693.

HMS Norfolk (cruiser 1930/50): The reunion dinner of the Old Norfolk Association will be held on October 9 at the Holiday Inn, Plymouth. Contact Ken Moth, email: kbmth@btinternet.com or tel: 01606 46228.

HMS Albion 1962/64 Commission: 5th reunion at the Royal Sailors Home Club, Portsmouth on 23rd October. Details from Keith Ridley on 01480 810848 or email: hmsalbion@hotmail.com

HMS Vidal, Survey Ship, all commissions. Reunion on October 16 at the King Charles Hotel, Gillingham. Details from Dave Parker, tel: 020 8673 5392 or book directly with the hotel.

HMS Scylla, 3 Lima mess, 1984 to 1987: Radio Operators/LMA/LReg/LPTI mess. Reunion October 23-24. Meeting the Home Club at 1900 for informal get-together. All jacks welcome to attend who served with Shiner, Letch, Paddy Sharpe, Stew, Jamme et al. Contact Andy Wright, email: aw@it.singer-friedlander.com

Contact Johnny 'Lonny' Lonsdale, tel: 01472 823467.

HMS Loch Fada Association 1944-67: Did you serve in her? If you did, get in touch with the Secretary, over 300 have so far. Your old shipmates are looking for you. 9th Reunion planned at Chatham for April 2005. Contact Bob Harris on 023 8039 1848 or email: bobbharris390@supanet.com

822 Squad, Royal Marines (Deal 1965): Former members are invited to contact Barry Julier at 26 Roe Avenue, Houndstone, Yeovil, Somerset, BA22 8SD or email: barry@julier.freemove.co.uk for possible reunion in September 2004.

HMS Tamar: Seeking an old oppo of Steve Remington. Steve was married to Linda and had a daughter Suzi. He was in Hong Kong when Michael Everett was stationed at Tamar. Mike and his son Andrew are coming from Australia back to the UK and Andrew dearly wants to catch up. It's been over 15 years! Contact Andrew Everett, 86 Osley Avenue, Woody Point, Queensland, Australia 4019 or email: geordie_boy3@hotmail.com

HMS Tyne: Brian Nicholas joined up at Victoria Barracks in 1954 and went on to serve in HMS Tyne as an ERA. He was one of three ex-BR apprentices, the others being Paul Leeson and Eric Ewbank. He has lost contact with Paul and would like to resume contact - also any other former members of the ERA's mess. Contact Brian on 01773 823688.

HMS Urania 1943-6: Seeking shipmates of Eddie (Ted) Morran who was a coder on board at this time. Contact Ted at 60 Kirby Road, Coventry, CV5 6HN or email: ted.morran@btopenworld.com

Lt Ivo Hutchison RNRV at HMS Woolloomooloo, Sydney, Australia (Transport Officer), believed to have transferred later to the Royal Marines. Any information on his subsequent and present locations from anyone will be gratefully received. Contact Robin Peck on 01249 812676.

work; 4) who are/were the new owners and their address; 5) any photos or information would be appreciated? Contact A.G. Dean, tel: 0151 342 1691

Mac McLaughlin: Searching for a Mac McLaughlin of the Royal Navy, who served in Northern Ireland 1945-46, he originally came from Coventry. It is important that he or anyone who knew him should contact Mr & Mrs A.T. Cunningham on 01992 578076 or email: atcunningham1@hotmail.com

Mary Johns: Seeking Mary who lived next door to Norma Knight (now Haines) at Married Quarters, Crofton Lane, Hillhead. Mary had four children two of which were Anita and Steven, two of Norma's were Lee and Lorraine. Mary hailed from Yeovil. Contact Norma, tel: 01329 239782.

HMS Morecambe Bay: Seeking Lt Tel's Ted Kemsley and Bert Simmons of the 1951/54 Commission, Far East. Contact Doug Turk on 01252 664694 or email: doug.turk@ntlworld.com

Herbert Abraham Parr: Saw service in WWI in the Army, was demobbed and after a spell in civvy street - listed in the RN. Originally came from the Chatham area but was posted to Scotland where he stayed. He saw service in WWII in HMS Vindictive and HMS Southampton, later served as CPO in charge of Naval Stores at Leith, Scotland. If anyone knows anything about him could they contact his grandson, Geoff Parr at 55 Honywood Road, Lenham, Maidstone, Kent, ME17 2HQ.

Lost RNV(WJR) Lapel Badge. If anyone is able to replace please contact V.Murris, 27 Barnstable Road, Southend on Sea, Essex, SS1 3PB.

Sod's Opera: Can anyone provide the complete words to the Sod's Opera version of 'Grandad's Grave'? Contact James, 57 New Road, Ditton, Aylesford, Kent, ME20 6AE.

Photographers: Raleigh International is seeking photographers to support 10-week expeditions in Fiji (July-August), Ghana (July-September), Chile (September-December), Namibia (September-December), Sabah (October-December) and Costa Rica (up to September). To celebrate its 21st year images will be used to boost support in the newly-formed image library. All applicants with references contact by email: imglib@raleighintl.com

FAA maintenance personnel 1939-45: Were you an armourer, artificer, electrician, engine mechanic, fitter or radio mechanic in the FAA during WWII. PhD student would like to hear from you. Contact Ben 'Johns', tel: 07986 834933 or through email: benjones2012@hotmail.com

At Your Service



December 2004

881 Combined Operation Bombardment Battery RA (TA): Reunion at the Stag and Hounds, Windsor on December 7 at 2000. More details from N.R. Feeley, tel: 01753 868771

February 2005

HMS Penelope Association hold their next reunion in Blackpool, from February 18-20, 2005. For details of the reunion and membership contact Mike Bee (Secretary), tel: 01924 514711, email: mike.bee@ntlworld.com or visit website: <http://homepage.ntlworld.com/mike.bee/index.htm>

April 2005

HMS Cassandra Association hold their next reunion at the Grosvenor House Hotel, Sheffield from April 1-3. New members welcome. Details from Bob Shead, or tel: 0114 230 7007.

Hood Division Aircraft Artificer Apprentices 1943-46: Reunion April 2, 2005 at Taunton. Still seeking unfound friends. Contact Dave Lane, tel: 01935 475642.

HMS Danae First Commission: 2nd reunion at the Chesterfield Hotel, Chesterfield from April 15-17. Contact Dave 'Boots' Shoemaker on 01665 714507, email:

dfedcrusher25@hotmail.com or see the website at <http://www.hms-danae.com> or contact Mac on 01924 364484 or email: roy@hms-danae.com

May 2005

HMS Impregnable/Drake Association hold their next reunion from May 13-15. If you were with Impregnable or Drake shore-based establishments, we look forward to hearing from you. Contact Fred Haycock, tel: 0121 532 6141.

September 2005

Battle for Malta, Veterans Reunion: Celebrating the 60th anniversary of the end of WWII, the reunion will link the RAF, Allied and FAA aircrew, groundcrew and support staff plus members of the RN, RAF and British Army units who served on the 'Fortress Island', September 22-29, 2005. Application forms to be returned by January 2005. Details from Brian Essex, 'Deveraux', 6 Alley 1, St Mary Street, Tanxien PLA 11, Malta GC. Application forms available online from www.battleformaltaunion.freemove.com

HMS Morecambe Bay: Reunion September 29-30, 2005 on the Isle of Wight. Contact Doug Turk for details on 01252 664694 or email: doug.turk@ntlworld.com



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LEADING IN LAW IN LINCOLNSHIRE

Victory's magazine rewrites pages of history



● Sailors in contemporary dress in the newly-restored Grand Magazine of HMS Victory

Picture: PO(Phot) Gary Davies (2SL)

HMS VICTORY has opened her hold and grand magazine to public inspection for the first time.

Second Sea Lord Vice Admiral Sir James Burnell-Nugent opened the sections of his flagship, describing it as "the culmination of a great journey since 1922."

The opening marks the completion of an ongoing restoration project on the fleet's longest serving warship, of which 90 per cent is now open for viewing.

Local craftsmen from Portsmouth have recently completed extensive work on the two areas.

The hold is a large area beneath the orlop deck, on which Nelson died. This would have held the ship's

Report by Charlie Cooke (Work Experience)

supplies at sea for up to six months at a time – and vast amounts of stores were required to keep her 850 crew operational.

A viewing platform has been erected for visitors in the hold, which has been partially filled with shingle ballast and barrels to provide a sense of what it would have been like in Nelson's time.

The lighting is but a few small lanterns suspended from the beams that create a murky abyss.

Peter Goodwin, curator on Victory who designed the display, described how the ballast shingle, after time at sea, would have become a serious health hazard due to a lack of ventilation in the tightly packed space.

He told of a ship on which a carpenter and his mate died as they were overcome by the fumes of rat faeces, leaking tar and damp.

The renovated pump housing has been cross-sectioned to show the interior, encasing the foot of one of Victory's masts.

The pumps saved Victory from sinking after Trafalgar in 1805 – records showed that she was taking on one foot of water an hour.

The Grand Magazine, which took Peter more than two years to research and design, is a large compartment comprising three rooms at the bow of the ship that contained enough gunpowder to cause massive damage within a three-mile radius.

The risk of a catastrophic explosion is demonstrated by the spectacular demise of the French flagship L'Orient at the Battle of the Nile, when her main magazines blew up, stopping the battle for several minutes as shocked sailors watched her dramatic end.

The Royal Navy was ruthlessly efficient in ensuring that there were no explosions on board.

The walls were lined with copper to prevent rats from gnawing through the walls and carrying gunpowder to other parts of the ship, while walls and decks also contained layers to prevent damp from ruining the powder.

The six people working in the powder room wore felt slippers to prevent any sparks that could ignite the powder.

The renovation has been carried out in such a way that the layers of material that made up the walls are clearly visible.

Sailors dressed in authentic costume were on hand to show how the Grand Magazine might have operated.

When asked if he would have liked to serve on Victory in its time, the Second Sea Lord replied: "Yes – as an admiral." He added that it did not seem too far removed from his days at boarding school.

The ship's Commanding Officer, Lt Cdr Frank Nowosielski, said he hoped the number of visitors would reach 500,000 by the bicentenary of Trafalgar 2005.

New twist to powder monkeys tale

AS VICTORY'S historian, Peter Goodwin has exploded one of the longest-standing myths of the Trafalgar era – the plight of the 'powder monkeys'.

Traditionally, powder monkeys have been seen as young boys, aged around ten, who carried gunpowder around the ship in a chaotic manner.

But records show that these 'monkeys' – Naval slang for something small – were not the young, mistreated boys that everyone perceives them to be, and that the operation was

much more sophisticated than commonly believed.

Everything else the Royal Navy of the era did was so well organised that the facts just did not add up for Peter.

He says this system simply would not have worked, as there would have been damaged ladders between the decks making it a very slow and dangerous process.

His research has revealed that boys aged 12-19 – 'boy' was a formal rank – helped pass the powder in a human

chain to the guns, using sailors who were not directly involved in the fighting.

Ships' standing orders prevented young boys working in or near magazines.

There would have been approximately 90 men and boys involved in a system which persisted until World War II, with the nimble boys passing cartridges from hatchways to the gun crews.

Records show that there were procedures in place to ensure that cartridges were

going to the appropriate guns – Mr Goodwin said a 32-pounder cartridge ending up in a 12lb cannon would be disastrous.

A 'powder man' nominated to each opposing pair of guns monitored the cartridges, held in fireproof boxes, making sure that there were only two bags of powder at any one time, and that no sparks got near the gunpowder.

The youngest sailors would also have had a 'fireman' role, damping down loose gunpowder to prevent explosions.

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● Valetta parking: (Left) Somerset berthed against the magical backdrop of Grand Harbour and (above) 'Have you heard the one about...' OM Ker-shaw shares a joke with First Sea Lord Admiral Sir Alan West

Pictures: LA(Phot) Darby Allen

HMS Somerset's Maltese (k)nights

THE NAVY'S top man dropped in on HMS Somerset when she paid a goodwill visit to the 'George Cross island'.

First Sea Lord Admiral Sir Alan West was guest of honour aboard the Type 23 frigate as she stopped off in Malta on her way to the Gulf on peacekeeping duties.

The warship had a hectic four days in Grand Harbour, bathed in temperatures of 30°C, hosting 300 guests led by Admiral West and Britain's High Commissioner to Malta Vincent Fenn and numerous dignitaries.

Somerset served as Admiral West's flagship as the Sea Lord chatted with crew about the forthcoming tour of duty in the Middle East – Somerset took over from her sister Grafton in the Gulf at the beginning of the month – and presented Long Service/Good Conduct medals to POs Miriam Charlton and 'Charlie' Boodhram and LMA Zac Wealthall.

After a tour of Grand Harbour and the Malta Maritime Museum, the admiral joined Somerset's CO Cdr David Axon and the island's senior military officer Brig Carmel

Vassallo for an inspection of Malta's Sea Cadet Corps.

The sailors also attended a reception by the Association of Royal Navy Officers in the magnificent setting of the Torri Ta' Lanzun, the headquarters of the Military and Hospitaller Order of St Lazarus of Jerusalem, reputedly the oldest order in existence going back to the era of the Crusades.

Aside from official business, Somerset's First XI turned out on the football pitch against local side Birnaba and earned a respectable 3-3 draw, while the senior rates' mess hosted members of Malta's RNA.

"The visit was a huge success," said Cdr Axon. "We took great pride in improving the already solid affiliation between Malta and the Royal Navy. The visit also offered an excellent opportunity for a number of the crew to meet Admiral West and enjoy some well-earned R&R in a fantastic location."

Now in the Gulf, Somerset will not see her home port of Devonport before December, just in time for Christmas.

Best days of your life... probably

THE line-up for this month's Navy Days maritime spectacle in Plymouth is all but concrete with just a few weeks to go.

The show is the largest public event the Navy is staging this year.

The core of Britain's amphibious forces – assault ships Albion and Bulwark, plus helicopter carrier HMS Ocean – will be on show, plus Royal Marines and Fleet Air Arm assets staging static and dynamic displays.

Submarine HMS Trenchant and frigates including HMS Norfolk and Montrose will be open.

Around 20,000 people per day are expected to descend on Devonport dockyard, which is not merely throwing open ships to visitors but also its historic assets such as South Yard, which features buildings dating back to the late 17th Century.

Also for the first time, engineering firm DML is opening some of its facilities to give visitors an idea of what it takes to keep today's Fleet running.

A smattering of foreign warships has signed up for the event, the largest being Italy's assault ship San Giusto. Russia is sending her amphibious ship Minsk. France has pledged a frigate and destroyer, the Germans a tanker and Holland a destroyer for the August 28-30 show.

The event will also be used to commemorate the 60th anniversary of the Normandy campaign and in particular the role the south-west played in it.

Gates will open daily at 9am and close at 6pm, with an amphibious assault display held at 1.30pm. A park and ride scheme will be operating in a bid to ease traffic in the dockyard area.

Ticket prices vary between one-day and two-day passes, with discounts offered for advance bookings.

A family car pass will cost £34 – or £40 on the gate. Details on all prices the RN official website – www.royalnavy.mod.uk – or by calling the hotline on 0870 160 8833.

No longer hidden treasures

FROM Nelson's first attempt at a left-handed signature to a tiny set of sixteen paintings of clouds.

From maritime clocks to oil paintings of men of action.

All of these can be found in a new exhibition, *Bequests to the Nation*, running until September 26 at the Royal Naval Museum in Portsmouth's Historic Dockyard.

Covering "the diverse nature of Britain's military heritage, capturing images of courage, watchfulness, poignancy, exploration and peacekeeping", the exhibition features historic artefacts and fine art normally hidden away in the MOD's official buildings and residences.

"It's the first public exhibition we've organised," Charlotte Henwood, Curator of the MOD Art Collection, told Navy News.

"Its significance is that the exhibits are owned by the taxpayer, and this is an opportunity to show what they own."

Among the hidden treasures now on show is a painting of the dashing Cdr Wyatt Rawson leading elements of the Highland Brigade at the Navy/Army operation at the Battle of Tel-al-Kebir in 1882 (pictured above).

Now computerised, the fully up-to-date records of the huge MOD collection have come a long way from the days when they were laboriously recorded using a card index system.



Severn strikes it very lucky

CREW of new patrol ship HMS Severn are not surprisingly delighted after a run of good luck – and not least some hard work and determination.

The River-class ship has been awarded the Jersey Cup for her efforts in fishery protection duties – and her efforts to raise the profile of this unsung arm of the RN's repertoire.

Also rewarded is PO(MEM) 'Kiwi' Wilkinson, who has been singled out by the Worshipful Company of Turners as the RN's craftsman of the year. The senior rating was picked out from all students on the PO(MEM) qualifying course, and earns £200 plus an engraved medal from the Company.

OM(W) Mac Maciejewski has even more money to spend, £5,000 to be precise, after winning the RN Sports Lottery. He treated all 48 shipmates to a drink (at cost price!) to celebrate.

Severn is on patrol at present – she's fit for duty more than 300 days a year – having recently visited Sunderland, Hartlepool, Swansea and Falmouth and hosted 750 visitors when she was opened to the public at Caledonia Fair at Rosyth.

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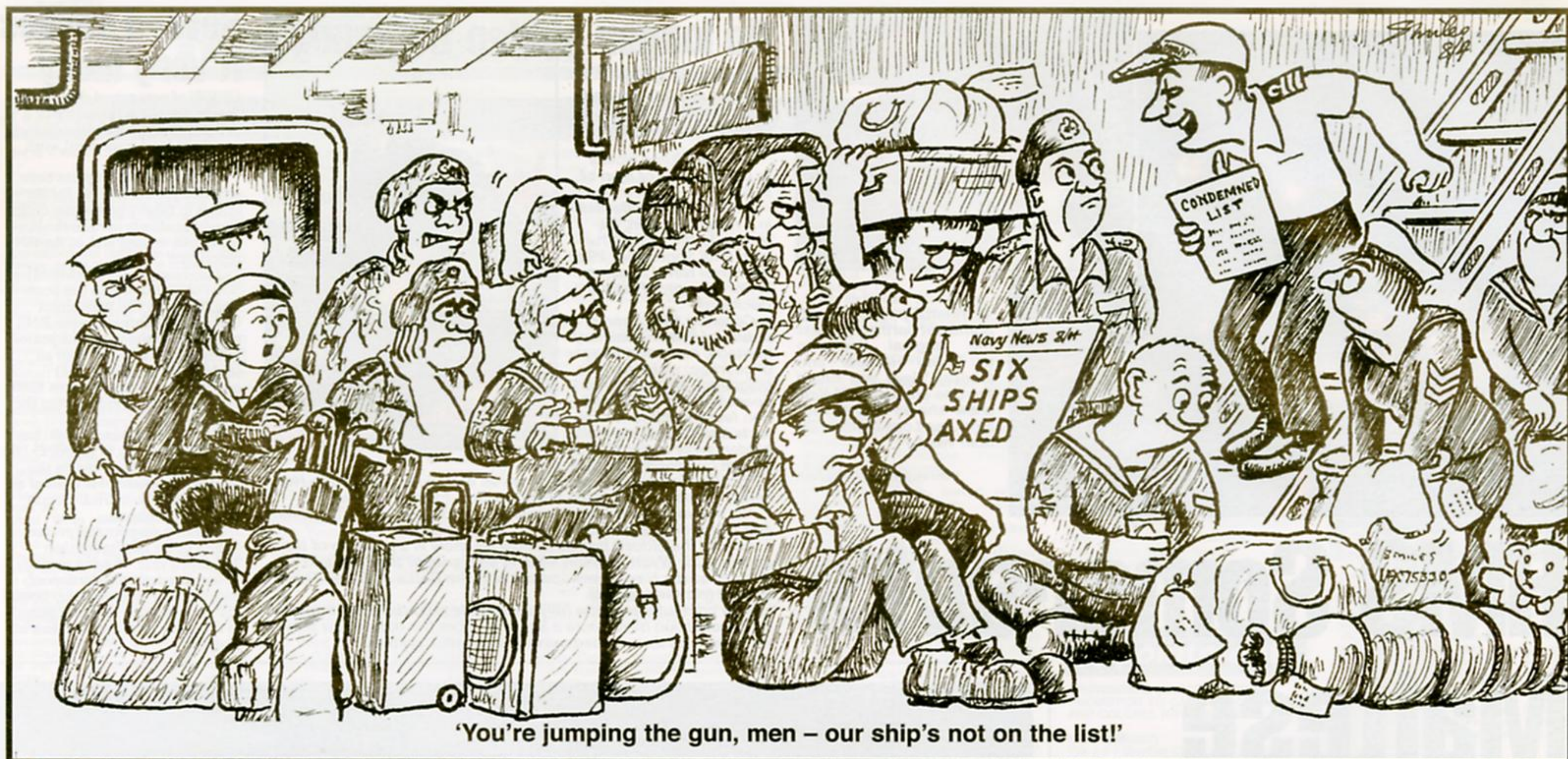
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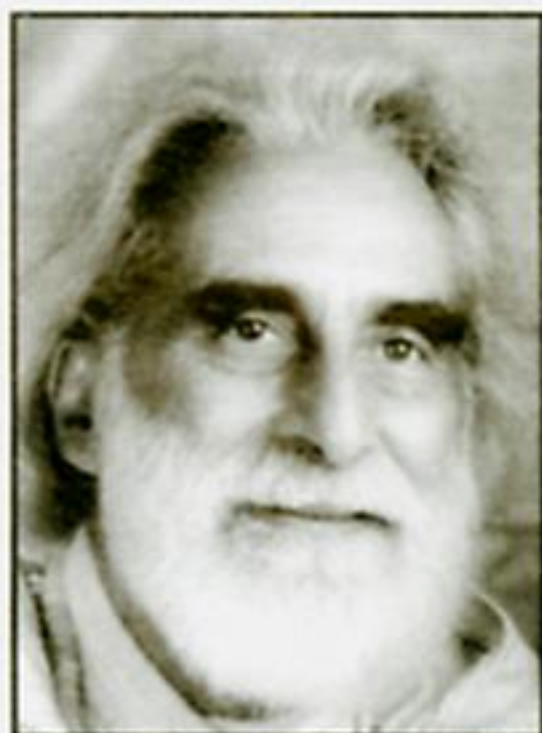
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NEWSVIEW

Sufi sailor who kept his faith



The 300-year history of Gibraltar as a British fortress exactly coincides with the presence of a Jewish community there. They have been interdependent since 1704 and Gibraltar today is a tapestry of faiths and cultures, where Jews, Muslims and Christians have lived together amicably in a society that is a paradigm of tolerance and coexistence.

The new exhibition at the Jewish Museum in Camden Town pays testimony to that spirit of harmony - as does the example of a remarkable Sufi

Muslim visionary who has died at 87 after a lifetime spent promoting inter-faith understanding.

Pir Vilayat Inayat Khan served in a Royal Navy minesweeper in World War II (he was one of the few rescued when his ship was torpedoed on D-Day).

His tolerance of his fellow man even allowed him to finally forgive the Gestapo who tortured and murdered his sister Noor.

Under the code-name 'Madeleine', Noor was a radio operator providing a link between the War Office and the French Resistance until she was betrayed for money by a friend.

He said he eventually remembered the words of Christ on the cross: "They know not what they do."

As leader of the International Order of Sufis since 1956, Pir Vilayat built on the legacy of his father the Indian mystic Hazrat Inayat Khan, founder of the movement in 1922, encouraging followers to practise their own faiths as they explored Sufi mysticism while showing open-mindedness towards other beliefs.

In the last 40 years of his life he hosted an annual Congress of Religions to promote understanding between them.

His eldest son, Pir Zia Inayat Khan, has been designated his successor.

Corps qualities

ENTIRELY as expected, the Sea Cadet Corps youngsters performed with exemplary discipline, smartness and style for Navy News' 50th birthday lunch party at the Whitehall Palace Banqueting House.

Each year they act as ushers, street liners, guards of honour and general assistants at countless civic ceremonies and receptions throughout the land - so we were delighted to have them lend their special cachet to one of our own.

Somewhat unusually on this occasion though, their duties done, they were invited to join our guests at their tables - and here their performance rose well above expectations.

Unfazed by distinguished company that included the current C-in-C Fleet; a former Chief of Defence Staff; another former First Sea Lord; a whole raft of high-ranking officers, serving and retired; and the naval attaches of no less than 16 countries, they displayed social skills and a maturity way beyond their years.

For this, much credit - but not all, for they are prime examples of their own people, their own generation - must go to their officers, who clearly have the happy knack of bringing out the best of their qualities.

It is a matter of regret that today there are fewer and fewer of their elders who are prepared to give up their time to help make these young people the good citizens they aspire to be.

Still making waves, 50 years on

MAKING WAVES star Alex Ferns and producer Ted Childs were among the guests at Navy News 50th birthday lunch, held at the Whitehall Palace Banqueting House.

Speaking for the First Sea Lord, Commander-in-Chief Fleet Admiral Sir Jonathon Band said the paper had risen to "a position of pre-eminence in the maritime military press" since its inception in 1954 and now had a readership which extended well beyond those actually serving in the Royal Navy.

"Though its prime function remains, as always, to report and debate the current activities and issues of the Senior Service, it has lately spread its remit to include a broad range of maritime interest so that, worldwide today, it attracts many readers who have no direct connection whatsoever with the Royal Navy, past or present.

"It is a significant measure of Navy News' success that it is probably read by a bigger percentage of people outside the serving Navy than ever before.

"In that respect it is possibly unique as an in-house journal for any organisation."

Admiral Band concluded by noting that Navy News had recently won its third Plain English Campaign award.

"Plain speaking is what the Navy needs more than ever in putting its message across in a world increasingly infected by jargon and blind to sea sense - and in regard to jargon the Navy is as guilty as most.

"So I warmly applaud Navy News' effort in spreading the word in its first 50 years - and look forward to it doing the same in the next 50."

In welcoming the naval attaches of 16 countries - all of which had recently figured in the pages of Navy News - Editor Jim Allaway recalled that when he first started working for the paper the then First Sea Lord Admiral Sir Julian Oswald outlined a new approach for the Royal Navy as part of a global

police force, combatting terrorism, piracy, drug trafficking - all kinds of criminality lately on the upsurge on the high seas.

"These are problems that face us all and I reckon his vision is starting to come true - which is the most satisfying thing I've found in my tenure," said Jim.

● TOP TABLE TALK: Former Chief of Defence Staff Admiral Lord Boyce and Sea Cadet Sophie Andrews share Navy News' 50th birthday lunch top table at the Whitehall Palace Banqueting House (below). Right: Making Waves star Alex Ferns with Cadet Thomas Woods

Pictures: CPO(PHOT) Dave Coombs and Trevor Muston





● Caribbean-bound: HMS Richmond

Dukes swap roles in drug patrols

CREW of HMS Richmond are on their way west to take up drug-busting duties from sailors in sister ship HMS Monmouth.

The Type 23 frigate replaces the Black Duke as the RN's North Atlantic patrol ship, a duty which will take her through the hurricane season in the Gulf of Mexico.

In a varied programme, Richmond is stopping off at Bermuda, Florida, Jamaica, Mexico, Belize, Barbados, St Vincent, Colombia and Venezuela when not helping law enforcement agencies in the war on drug trafficking by sea.

The waters of the Caribbean remain a hotbed of drug running activity, with many of the illegal substances ferried by sea bound for the UK.

Before departing for the Caribbean, the ship hosted the duke after which she is named.

The Duke of Richmond has taken a keen interest in his ship since she was launched 11 years ago, although his last visit aboard was some 30 months ago.

"The Duke took a great interest in our recent activities and was particularly keen to talk about our impending deployment," said Lt Andy Mason.

Richmond is due back in Portsmouth in December.

VC heroes honoured at Collingwood

TWO World War II heroes who upheld the finest traditions of the RN have been honoured at the Navy's 21st Century warfare school.

Rear Admiral Robert St Vincent Sherbrooke and Lt Cdr Gerard Roope both earned the Victoria Cross for action above and beyond the call of duty in the freezing northern waters.

Rear Admiral Sherbrooke successfully held off a superior German force as captain of HMS Onslow in the Battle of the Barents Sea at the end of 1942, shielding a vital convoy in the process. Seriously wounded in the face and temporarily blinded, Sherbrooke continued to direct the battle until the merchantmen were safe. The battle was a turning-point in the Arctic campaign and led to Hitler sacking his Naval commander, Admiral Erich Raeder.

Lt Cdr Roope was posthumously recognised for his courageous command of HMS Glowworm. The destroyer challenged the German cruiser Admiral Hipper at the outset of the Norwegian campaign of 1940. Hipper was severely damaged; Glowworm capsized and sank, taking all but 31 of her crew, including Roope, with her.

He was awarded Britain's highest military honour post-war after the destroyer's survivors recounted the action when they were freed from German prisoner of war camps.

Both men's courage is recognised in the Sherbrooke and Roope blocks at HMS Collingwood, officially opened by their daughters Lady Digby and Juliet Mortenson, accompanied by the Maritime Warfare School's CO Cdr Adrian Nance.

The two blocks provide en-suite single living accommodation for senior ratings and junior officers serving at the Fareham establishment.



● 'I never thought I would see this...' (Left) Former soldier Jim Kane touches HMS Wakeful's treadplate, watched by fellow survivor Geoff Kester (right) and RN Museum Director Campbell McMurray (left). (Above) The last known photograph of Wakeful and (right) Mr Kane in his Royal Tank Regiment days

A glimpse of Wakeful after six decades

A SAILOR and a soldier — two of the last-known survivors of the sinking of the destroyer HMS Wakeful in May 1940 — have come face-to-face with two reminders of the fateful event.

On board HMS Southampton in Portsmouth Naval Base, former ordinary seaman Geoff Kester, 83, and Jim Kane, 85, a wartime regular with the Tank Regiment, were able to examine the Wakeful's treadplate and badge.

Recovered in November last year from the seabed 13 miles off Antwerp, where Wakeful is an official war grave, the two artefacts are now on display in the Royal Naval Museum in Portsmouth's Historic Dockyard.

"I was very happy to see them, particularly when you consider where they have been for so long," said Mr Kester. "It was a great surprise to see how well-preserved they are."

The destroyer was torpedoed in the small hours of May 29 after rescuing about 640 troops from the beaches at Dunkirk; she had al-

ready safely ferried 600 soldiers back to Britain on a first crossing.

The torpedo strike broke the destroyer's back — she sank in 15 seconds, allowing just 25 crew and a handful of soldiers time to escape the carnage.

Her wreck, lying in little more than 50 feet of water off the Belgian coast, posed a danger to shipping until salvage experts last year removed about 10 feet of her superstructure — without damaging the integrity of the war grave.

As part of the salvage operation, Wakeful's badge and nameplate were rescued by divers — and are in remarkably good condition, as Royal Naval Museum Director Campbell McMurray explained:

"The nameplate is bronze, which is partly why it survived so well. We have taken some advice from the Mary Rose Trust on how the con-



● A young Geoff Kester

dition of both items can be stabilised.

"We were assured that they are in really good condition, and will last."

Mr Kane could not wait to touch the treadplate as it was unveiled to him in Southampton's ward room.

"I never thought I would see this," he said.

"I was very lucky. I was taken aboard late at night and ended up in a hold at the rear of the ship."

"I was sleeping when we were hit by the torpedo. There was a huge explosion, the single light bulb went out, and everything around us was smashed."

Trapped by the leg, Mr Kane was freed when the ship rolled and he ended up clinging to the rails, before eventually being rescued by a

whaler from HMS Grafton (herself subsequently hit and badly damaged by a torpedo) and transferred to a cross-Channel ferry.

"Wakeful sank in a few seconds, and I often wonder how I got out of there," Mr Kane added.

Mr Kester was initially trapped by his feet after he had jumped over Wakeful's crippled bridge, he slid into the water and was picked up by a small vessel, the Comfort.

After he had been aboard for 45 minutes, she too was sunk. Badly injured he was also picked up by Grafton's whaler and was transferred to the Grafton herself.

But his misfortunes were not over. With her screws and rudders out of action after also being hit by a torpedo, Grafton was scuttled.

Mr Kester — who eventually held the rank of Sub Lt — was transferred to the destroyer Ivanhoe and ended up in Dover.

"But my bad luck followed me," he explained.

"After three months in hospital, I returned to my parents' home in Kent. The house was bombed. . ."

Eaglet lands distinguished visitor for centenary

THE most senior Naval reservist paid a visit to Merseyside to help part-time sailors in the north-west celebrate their 100th birthday.

HMS Eaglet in Liverpool is just about the largest centre for Royal Naval Reserve activity after Portsmouth and London serving a huge area covering northern England and North Wales.

Prince Michael of Kent, honorary Rear Admiral RNR, joined sailors at their purpose-built headquarters at Brunswick Dock for the highpoint of ceremonies marking Eaglet's 100th birthday.

Prince Michael joined local dignitaries including Lord Lieutenant of Merseyside Alan Waterworth, Cdre Nelson Reynolds, Commodore Naval Reserve, and Capt Stephen Timms, Director Royal Naval Reserves in meeting Eaglet men and women past and present.

After inspecting the guard of honour and ship's company, the Prince took the salute at a march past by more than 200 serving and former Naval reservists, including WW II veterans, the Royal Marines Band and former crew of Eaglet.

Close combat aboard Ocean

ROYAL Marines aboard HMS Ocean can prepare for battle while their ship slices through the waves after a state-of-the-art combat simulator was fitted.

The military has bought 99 'dismounted close combat trainers' for the Army and commands to allow troops to practise ground fighting in a virtual battlefield.

'Players' can train with a variety of infantry weapons against a video and computer-generated backdrop.

The guns fire an invisible laser at targets on screen and the simulator calculates the accuracy of the shooting, based on 'climatic conditions' such as cross wind.

"These start-of-the-art simulators are the best in the world."

Training staff can call upon a range of combat scenarios to help train our troops to reach extremely high standards before they go on to live firing," said Defence Procurement Minister Lord Bach, unveiling the £13m system.

Norfolk proves a hit with Brittany's peers

FRIGATE HMS Norfolk has had the honour of flying the flag for Britain at this year's principal celebration of the sea — Brest 2004.

Dressed overall, the Type 23 warship — the first of 16 Duke-class vessels built for the RN — spent six days in the Atlantic home of the French Navy for Europe's largest seafaring event.

Brest 2004 attracted 2,000 traditional sailing vessels from 30 nations, as well as warships from a host of countries, not to mention one million visitors.

The Brittany maritime celebration is similar to the International Festival of the Sea hosted in Portsmouth — the next is in 2005 to mark the bicentennial of Trafalgar — but on an even grander scale.

This summer's gathering in Brest had an even greater significance as the two Allied Navies are celebrating 100 years of the Entente Cordiale, the military and political understanding between two nations which for centuries before were at loggerheads.

Norfolk was open to visitors for five of the six days of the festival.



● Funnel of love: Deceptive perspective in Brest harbour appears to give HMS Norfolk a second smokestack.

"We are very proud to have represented the Royal Navy at Brest 2004 and in particular to have played a key role in commemorating the centenary of the signing of the Entente Cordiale," said Norfolk's recently-appointed CO Cdr David Burns.

"Today there is strong co-operation between the French and British Navies — we regularly operate

alongside one another on exercises and on operations around the globe.

"Our mutual respect is born of the natural ties between mariners and a long and illustrious shared history."

Norfolk will again be on show to the public, but on home turf, at Navy Days in Plymouth between August 28 and 30.



● One Navy cut for the better: Admiral Sir Jonathon Band performs the honours at the new Leach building with a pair of rather large (but ineffective) card scissors

Ribbon development at Excellent

THE heart of the RN's new headquarters has begun to beat after the first staff moved in.

The Leach building — named after the Admiral of the Fleet who led the Navy during the Falklands conflict — at HMS Excellent provides a permanent base for CINC Fleet Admiral Sir Jonathon Band's staff, who have been scattered around the Portsmouth area until now in numerous buildings and offices.

The first staff to move into the complex on the south-west side of the island were the business services staff, including registry and transport. As of this month, 750 civilian and RN personnel have occupied the building.

"The opening signifies the end of a most impressive programme. May

we have many happy hours of work here in pleasant surroundings," said Admiral Band.

Capt Dai Morgan, project co-ordinator, added: "It's been a very challenging timescale. What has been remarkable has been the co-operation on all sides with people working well together."

Work began on the site in February last year. The HQ will be officially opened, or rather commissioned, in October.

As part of the changes on Whale Island, Admiral Sir Mark Stanhope, Admiral Band's deputy, handed over his reins to Vice Admiral Tim McClement.

Admiral Stanhope heads to Norfolk, Virginia, as NATO's Deputy Supreme Commander, Transformation.

We want to k

After the exertions of summer exercises off the eastern seaboard of the United States, Britain's flagship HMS Invincible, HMS Cornwall and RFA Fort George paid a high-profile visit to the city that never sleeps. RICHARD HARGREAVES joined them.

THERE was a mix of admiration and irritation in Lewis Greenstein's voice.

"I feel very honoured and privileged to be able to look around your warship," he said as he inspected the Sea Harriers lined up on HMS Invincible's flight deck. "I just wish you guys would come here more often."

Seven years after the last British flagship berthed in the unofficial capital of the Free World, HMS Invincible docked at New York's famous Pier 88 accompanied by frigate HMS Cornwall and RFA Fort George to fly the flag of Anglo-American unity.

Here, where once great liners docked bringing the lifeblood of the Old World to the New, Britain's flagship threw open her hatches to VIPs and the good folk of Manhattan for the highest profile foreign port visit by British warships this century.

And what a visit! As an exercise in defence diplomacy, as an exercise in hearts and minds and as an exercise in retention and recruitment, 'NY 04' has been a resounding success.

Aboard Invincible, First Sea Lord Admiral Sir Alan West and the carrier's CO Capt Neil Morisetti hosted world leaders from the United Nations.

Once the VIPs had departed, ship's company hosted ordinary Americans, eager to see the UK flagship.

But this extension of 'hands across the Atlantic' extended far beyond the confines of three grey hulls.

Wherever sailors, senior officers and junior ranks alike, went in New York they were hailed.

For five days every member of the three vessels' companies served as unofficial ambassadors for their nation.

● **State of Independence: Dressed overall for July 4 celebrations HMS Cornwall (above left) and HMS Invincible (left) at Pier 88, one time home of the great ocean liners, today the berth of luxurious cruise ships**

"It has been amazing," said CPO Mike Chitty from HMS Cornwall. "We have been treated so well in New York."

"People shake your hand, buy you drinks, buy you lunch, rush you to the front of the queue, invite you to watch baseball games. You just bump into people in the street and they cannot do enough for you."

PO Carl Haynes, of HMS Invincible, added: "A few locals have confused us for Ozzies, but generally the people have been extremely warm and friendly, and the odd ones have

thanked us for what we are doing for them."

Of course, Americans are often accused of being insular, of holding a rather limited worldview.

"Which Royal Navy are you from?" one New Yorker asked a group of Cornwall and Invincible's crew as they strolled around the gardens of the Statue of Liberty.

"The Royal Navy," one matelot snapped back. "There's only one of us."

Most New Yorkers, however, shouted out encouragement: "Say hello to the Queen for us" or the odd jibe: "We've got long memories," said one re-enactor in period costume on July 4. "We haven't forgotten the War of 1812. We gave you guys a pasting."

Nowhere is there the same spontaneous reaction to visiting British sailors than New York. It's not surprising the Big Apple is consistently regarded as the number one run ashore (Newcastle in the north-east runs it a close second).

Crew shop till they drop, pick up bargains on electronic goods, clothes, gifts. They head for the sights, the information overload that is Times Square, the Statue of Liberty, the Empire State Building.

Bleary-eyed sailors, their Number Ones ruffled, creased, a little dirty, struggle back to their ships.

"I've only had an hour's sleep," one young operator mechanic on guard duty confessed. "I didn't get back until 6am."

And why not? Work hard, play hard. Though relatively brief by today's standards at just 10 weeks, Exercise Aurora has been demanding: mock amphibious landings, mock air attacks, mixed with the constant daily necessity of combat and fire drills.

The American people are simply glad they are in town.

"Britain's a world power and she fights for the same purpose, for freedom as we do," explained Maureen Borsella who came into New York with her police officer husband Anthony to see the British task force.

Mr Greenstein, who hosts foreign visitors to the city as a 'Big Apple Greeter', was particularly emotional.

"We are honoured and thrilled that you would let us look around your warships. July 4 is a special time for us, it's taken on special significance since September 11," he added.

"We have such good neighbours, such great young men and women," he says referring to the British sailors. "We'd just like to see more of your sailors in town more often."

On the evidence of this visit, it's a view shared by 1,300 men and women of the Royal Navy and Royal Fleet Auxiliary. Let's just not make it seven years before they're back again.

● (Right) How happy are we to be here? This happy! Sailors from Invincible and Cornwall jump for joy in a strangely quiet Times Square - 'the crossroads of the world' - on Independence Day.

Pictures: PO(Phot) Paul Smith and LA(Phot) Dave Gallacher, HMS Invincible, and PO Bob Sharples, HMS Cornwall

● 'Start spreading the news...' Crew form up on Invincible's flight deck for NY 04

Bowled over by British

DAMN that Saddam Hussein. And Marlon Brando. And a diplomat's son on a bike.

The remorseless defiance of the first, the passing of the second, and a press conference held by the third (he was cycling from the Old World to the New to promote international understanding) ensured press coverage of the RN's visit to Manhattan was not what it might have been.

But that's not to say there was no coverage.

Far from it. The arrival of the task force had been trumpeted sufficiently by New York's awesome array of media - a dozen TV stations, three times that number of radio stations, and three daily newspapers - that most people in town knew of

the British invasion.

Cameras followed Invincible's CO Capt Neil Morisetti and Cornwall's Capt Simon Charlier as they were asked to ring the bell and open trading at the American Stock Exchange.

The floor parted and traders applauded as the Naval party made its way to the bell.

The Royal Marines Band performed four times for US breakfast television during an outdoor concert for New Yorkers, newspapers published Invincible's 'NY 04' shot (reproduced above) and the New York Post trotted aboard to see the carrier's 'open for visitors' day, but perhaps the strangest - and most high-profile - coverage was the sight of willow on leather as Invincible's crew



● It's like the fourth of July... The spectacular firework display along the East River in New York which traditionally closes July 4 celebrations and (right) all that glitters: the stunning neon night-time metropolis that is the Manhattan skyline



Be a part of it...



● 'Well, according to this, it's called the Statue of Liberty...' Invincible's crew study a guidebook on Liberty Island

● 'Give me your tired, your poor, your huddled masses yearning to be free' Invincible, her crew lining the decks, sails past the defining symbol of liberty



sh sailors

played cricket in Central Park. "They were spotted by someone from ABC News, the cameras came down and the next thing you know they're filling the 'and finally' slot on the Six O'Clock News," explained Invincible's Air Engineer Officer Cdr David Childs.

"It's the equivalent of appearing on BBC national news back home!"

Cricket on American TV? Now if we can just persuade them to call soccer 'football'...



● A moment for reflection: A sailor pauses for thought at Ground Zero

The reason why...

ON the rooftop of Ladder Company No.10's fire station, a dozen crew from Invincible and Cornwall listen intently to Lt Matt Donachie.

Caps solemnly hanging limply in their hands, they stare down upon Ground Zero, the site of the former World Trade Center.

There are few better vantage points to get a grip of the scale of devastation wrought here on September 11 2001. Images cannot do it justice. Words cannot do it justice. The site is immense.

This fire station is literally a stone's throw from the Trade Center. Its crews were among the first to respond to the fires spreading through the twin towers. Six men never returned, their names engraved in a simple bronze plaque: All gave some, some gave all.

"By all laws, this station should not exist," Lt Donachie, station commander, explains to the sailors.

"The whole site was a raging inferno. There were huge metal chunks of steel and concrete all over the place."

It's a chilling story he has told countless times, but this time he adds: "We really appreciate what you guys are doing for us."

He's speaking of the British

people in general, and especially their Armed Forces.

That dreadful Tuesday three years ago has scarred the Big Apple physically and mentally. It is a very different New York from the one last visited by a British flat-top.

This is a nervy, edgy New York. Security is not surprisingly phenomenal, especially for the July 4 celebrations.

National Guardsmen practise drill, their armoured Humvee vehicles parked up amid hot dog stands and street traders selling fake brand names.

Even Liberty is restricted. The statue, that is. No longer can tourists climb to the top of the ultimate symbol of the Free World. Since September 11 2001, that privilege has been denied.

Surveying the site of the former World Trade Center, such wariness is understandable.

Once there were 16 acres of devastation here, today there are 16 acres of building site.

To the uninitiated it looks simply that: a vast building site, a gigantic concrete and steel hole in the ground.

Few building sites however are adorned with as many Stars and Stripes fluttering in the summer's breeze. Fewer still if any are dominated by a

simple cross of steel, crafted from the ruins of what was the World Trade Center.

There's a determination among New Yorkers to still call this wasteland the World Trade Center. It's marked that way on maps and many signs. Subway trains still run to or through the 'center'.

And just as in life, so in death and now rebirth – the cornerstone of a new skyscraper, the Freedom Tower, was laid on the site on July 4, watched by Admiral West – the 'center' remains a major tourist 'attraction', outstripping many museums. Sightseeing buses scurry past, pedestrians read billboards attempting to explain what happened on September 11 and since.

And so it is not surprising that the crew of Invincible, Cornwall and Fort George felt the need to come here.

In the past three years, the actions and deeds of the Royal Navy and Royal Marines have pretty much been intertwined with what happened here that late summer's morning and its still unresolved aftermath.

And maybe that's it. Maybe, to paraphrase Kennedy, every sailor and green beret can today say: "I am a New Yorker."



● (Above) Crew of Invincible and Cornwall pose in Battery Gardens at the foot of Manhattan island with Anthony and Maureen Borsella's car, fittingly painted in a stars and stripes livery. The vehicle is dedicated to the memory of their daughter who died of cancer. (Left) First Sea Lord Admiral Sir Alan West shares a joke with dignitaries from the United Nations on Invincible's flight deck



At Your Leisure

Sword story is straight to the point

MANY films about the Royal Navy in the days of sail show officers wearing the wrong sort of sword.

This contrasts with the care often taken over many other details of costume – and, says John McGrath of the Royal Navy Amateur Fencing Association, there are few excuses for this carelessness.

Unlike the Army, where patterns varied with arm and regiment, the evolution of naval swords is really quite simple, he maintains. In his booklet *Swords for Officers of the Royal Navy* he has drawn together the various strands of evolution of both the sword and its fittings.

The slotted hilt sword of c 1780 (below, right) was popular with officers of both the Navy and the Army. It was a simple hanger with a curved single-edged blade. Usually quite plain, these were practical fighting swords, many completely undecorated, making it impossible to say whether the weapon was naval or military in origin.

Fewer officers now purchase their own swords, preferring to rely on weapons drawn from a pool provided for ceremonial. With a new sword in 2004 costing £1,500, the knot £150, belt £290 and a case another £250, reluctance to spend so much money on what is now purely a ceremonial item is understandable.

Interestingly, female officers are more inclined to buy their own than their male counterparts – “perhaps seeing this as an important stage in the recognition of parity of esteem”.

The booklet is available from RNSO5, HMS Temeraire, Burnaby Road, Portsmouth PO1 2HB at £4.50. A history of Navy fencing from 1733 to 1948 is to be released this autumn, any profits to support RN fencing.

● **CUTTING EDGE:** *Swords of the Georgian Navy (L-R) 1827 Pattern with pipe-backed blade; 5-Ball Sword c 1800; 1805 Pattern, Plain, a small weapon; 1825 Pattern for the Civil Branches; 1805 Pattern, Plain, standard size weapon; 1805 Pattern, Decorated from the Honourable East India Company Marine Service; Slotted Hilt Sword, c 1780*



BOEING Chinook HC2s of 18 Squadron RAF flying from HMS Ark Royal off the Kuwaiti coast carried the first waves of Royal Marines to land on the Al Faw peninsula.

– From *Air War Iraq* (Pen & Sword Books £16.99) by Tim Ripley

Bus service



TO MARK *Navy News* 50th birthday The RN Philatelic Society has issued a special cover containing facsimiles of some of our classic front pages and signed by key figures of the paper's family, including 'Jack' cartoonist Tugg Willson and our founding father, Vice Admiral Sir Ian McGeoch. For details tel Lt Cdr Fred Evans on 023 92 817771

British fortress, Jewish haven



PETER Caruana, Chief Minister of Gibraltar, opened a colourful new exhibition at the Jewish Museum in Camden Town on July 5.

It marks 300 years of British history on the Rock – and of Jewish life there in particular, which covers its whole span.

Among the exhibits is a collection by the Gibraltar painter Jacob Azagury OBE (1889-1980) whose works have never been on display outside Gibraltar before. Included is his huge canvas *Los Olvidados* (The Forgotten Ones), a disturbing image of refugees and displacement inspired by the evacuation of some 200 Jewish civilians to Madeira (still more went to London) in World War II – intended more as an allegory of the plight of refugees everywhere rather than a statement on conditions at Funchal.

□ See Newsview, page 20

Shep relives Laundry Hill

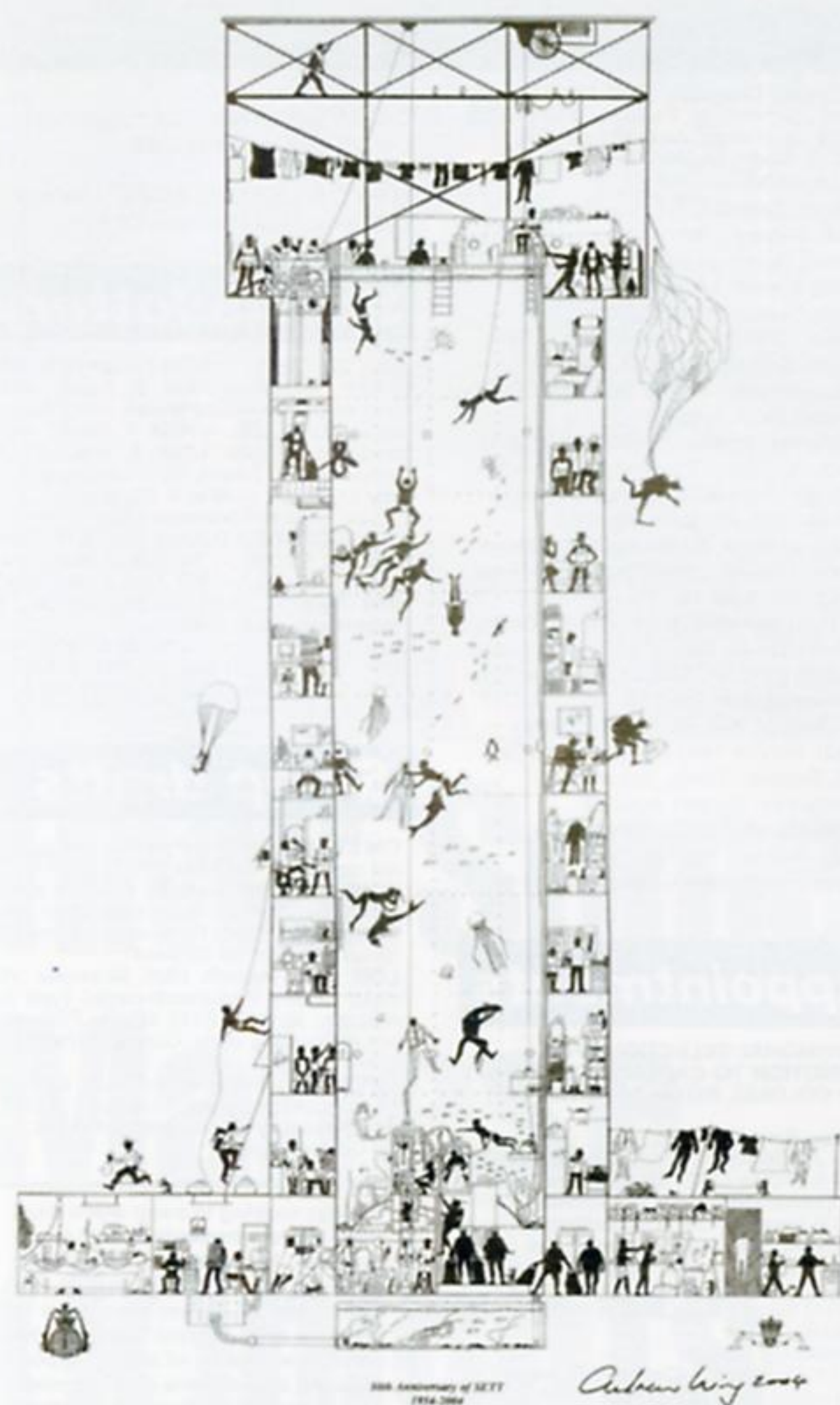
SHEP Woolley's new CD *Life in a Blue Suit* is available from ARDPEA Productions, 7 Livingstone Road, Southsea PO5 1RS at £10 plus £2pp.

Recorded at various locations including HMS Excellent on "bad old Whale Island" for the GIs Association, it includes his own composition *Up & Down Laundry Hill*.

"Laundry Hill is a place known to almost every boy who passed through HMS Ganges, the Royal Navy's part one training establishment at Shotley Gate, Suffolk," writes Shep in his sleeve notes.

"For the slightest misdemeanour boys would be sent, dressed in oilskin, gasmask and any other type of uncomfortable kit to double march up and down until their instructor thought that they were duly purged. . . . Sometimes the purging took quite a while – the bastards!"





The man who completed Cook's epic

DURING the past 200 and more years most of the many books written about Capt James Cook's third and final great voyage of discovery substantially end with Cook's death on February 14, 1779.

Yet more than a third, and in many ways the most difficult part, of the voyage remained to be sailed.

After Cook had been killed by natives of Hawaii, Capt Clerke of Resolution's accompanying ship HMS Discovery appointed one James King to be First Lieutenant of Cook's ship.

That summer the expedition again tried to discover a North West Passage and its adventures continued along the coasts of the eastern extremities of Russia; off Japan; in Macao and up river to Canton; Java and Krakatoa; and then home to England via Cape Town.

In the meantime, while heading south from the Bering Sea, Capt Clerke had died of consumption and Lt King took command of Discovery.

At the start of the expedition King had been appointed to Resolution as 'Nautical and Astronomical Observer' - so, in a real sense, he was the famous "navigator's navigator".

Having studied mathematics in Paris and astronomy at Oxford, he was probably the most educated member of the expedition and so it fell to King to write for the Admiralty the third volume of 'A Voyage to the Pacific Ocean undertaken By the command of His Majesty for making Discoveries in the Northern Hemisphere'.

This forms part of the basis of a fascinating study, James King RN, by John Bolton King,



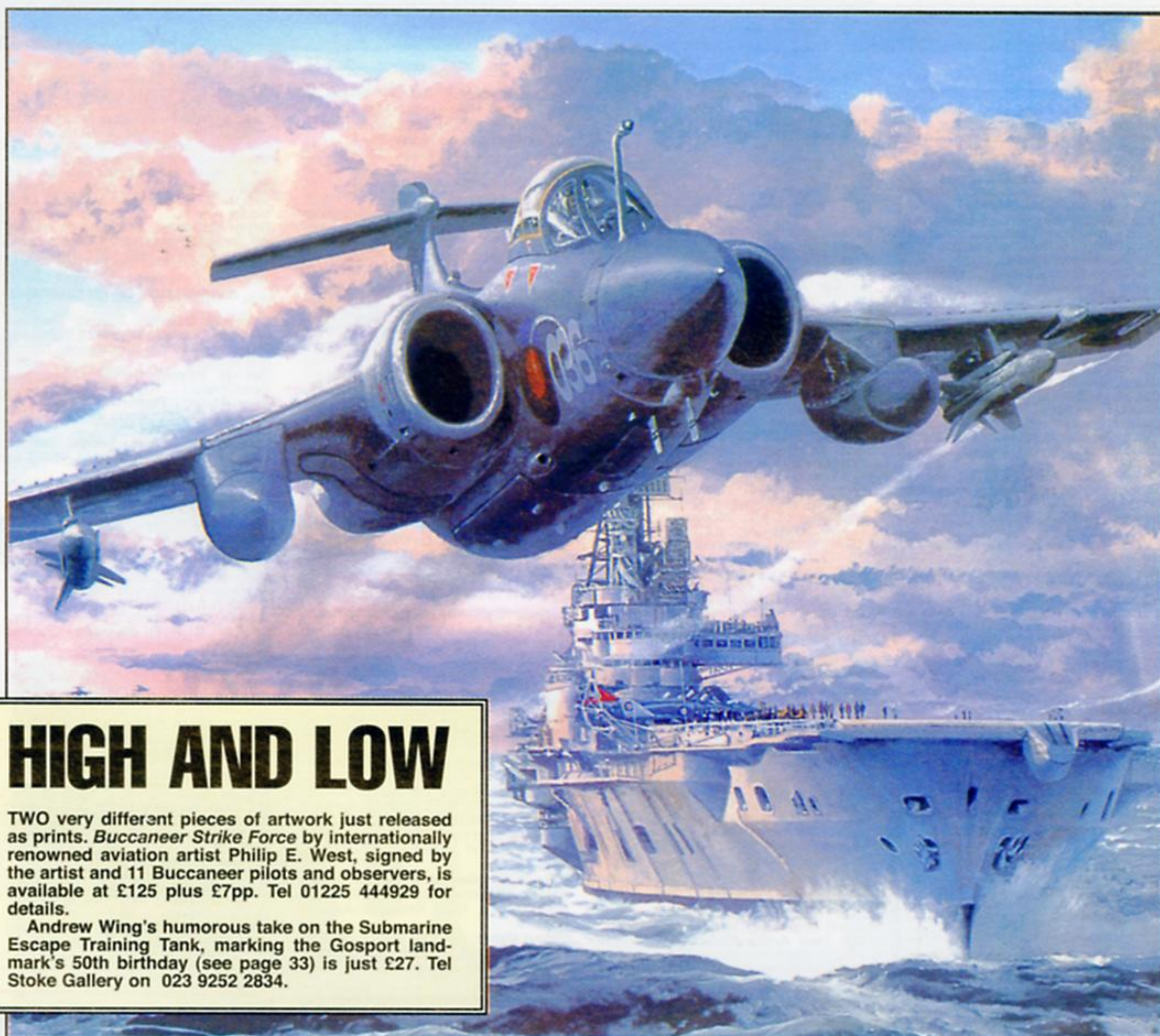
● Capt James King

available from the South West Maritime History Society at The Holt, Exton Lane, Exton, Exeter, EX3 0PN for £9.99 plus £2pp.

The author is a retired chartered surveyor who served with the RNVR in World War II as did his father in both world wars. Capt James King is his great, great, great uncle.

Many others who were later renowned explorers accompanied King on the expedition, including William Bligh, George Vancouver and James Burney.

Admiral Steve Ritchie, Hydrographer to the Royal Navy from 1966 to 1971 has said: "James King was a fine man and dealt with a difficult situation admirably."



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TWO very different pieces of artwork just released as prints. *Buccaneer Strike Force* by internationally renowned aviation artist Philip E. West, signed by the artist and 11 Buccaneer pilots and observers, is available at £125 plus £7pp. Tel 01225 444929 for details.

Andrew Wing's humorous take on the Submarine Escape Training Tank, marking the Gosport landmark's 50th birthday (see page 33) is just £27. Tel Stoke Gallery on 023 9252 2834.

Belgrano story out on video

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NoticeBoard

Deaths

Maj M V Willis. CTCRM. June 27.

Admiral of the Fleet Lord Hill-Norton. Former Chief of Defence Staff and senior military officer in NATO alliance. Served, among others, in battleships Malaya, Rodney and Ramillies. North western approaches and North Sea aboard Cairo, convoy routes to Russia in Cumberland. Attack on Sakishima Islands, battleship Howe, cruiser Nigeria. XO Eagle, commander Ark Royal. Final sea appointment Flag Officer, Second in Command Far East Fleet. May, aged 89.

Cdr Errol Bruce. Served on battleship Royal Sovereign, 1930. In cruisers Berwick and Cornwall and destroyer Wishart took part in operations to protect British merchant interests during Sino-British war. Submarine in Odin and Sturgeon, commanded Triumph and Severn. First Lieutenant cruiser Glasgow. Bristol. May 10, aged 90.

Cdr Hugh Boyce. Senior staff electrical officer, Sheerness Minesweeping Flotilla. Cleared Scheldt estuary of mines, opening up the port of Antwerp, enabling first Allied convoy to get through. June 6, aged 92.

Chief Wren Margaret Edward. Ex Aircrew WRNS Reading, Culdrose, Arbroath, RNR HMS Ceres Leeds. Member WRNS Assn, HMS Ceres Assn. June 30, aged 60.

Lt Cdr Bob Pape. Former secretary RN Athletics Club road section. Joined RN as Boy Seaman 1938, served for 41 years in Regulating Branch, became a Provost Marshal. Last appointment First Lieutenant at HMS Sultan. During the marathon era of Jim Peters was listed in the top four UK marathon runners and broke world 30 miles track record. Awarded life membership of RN Amateur Athletic Association. June 28, aged 80.

Shipwright Lt Cdr Dennis Rogers. Ships included HMS Eagle, Royal Arthur, FOST (sea riding), Berwick, Cavalier, Tiger. May 31, aged 79.

Lt Cdr A.E. (Tony) Fields. Served 1950-1988. Service included HMS Swiftsure, Pembroke, Tamar, Daedalus, 820 Squadron.

(HMS Centaur), 751 Squadron (HMS Peregrine), 825 Squadron (RNAS Hal Far) Malta and Seahawk. Also HMS Mercury, HMS Albion, Dryad, HMS Lion, HMS Tiger, HMS Barrosa, HMS Hampshire, HMS Abdiel, HMS S Kent. Latterly worked with Algerian Navy and, with Vospers, the Royal Oman Navy. June 23, aged 68.

Lt Cdr Dennis Thorne. Served Royal Navy 1944-1971; Royal Australian Navy 1972-1984. Ships included HMS Scourge, HMS Indomitable, HMS Barrosa, HMS Alacrity (Royal Navy); HMS Derwent, HMS Waterhen (RAN). June 21 2003, aged 76.

Lt Cdr John Causley. Ships included HMS Vanguard and HMS President. March 22, aged 75.

Lt Cdr R Jim Brend. Served 1941-77. President of LST and Landing Craft Association for 15 years. LST 319 as part of landings at North Africa, Sicily, Salerno, Anzio and Normandy. Post-war service included Indefatigable and Ark Royal, RN Air Stations Nuthatch and Heron, sloop Snipe and Sparrow and training establishments Raleigh and Collingwood. March 28, aged 82.

Sub Lt Colin Horlock. Served at HMS Collingwood and HMS Osprey, on HMS Loch Fada, HMS Zulu and HMS Ark Royal. June 6, aged 66.

Shipwright/CPO Norman Poulter. Served in Sussex, Sheffield, Protector, Terror, Victorious, Hermes. June 15, aged 78.

CPO William (Billy) Mitchell. Served 1953-1980. Formerly of HMS Tiger, Duncan, Ark Royal. July 4, aged 68.

PO Doug Grant. Served engine/boiler rooms during WWII. July 5, aged 86.

WO (MEA) (EL) (SM) Colin Price. Served in HMS Lion, Fife, HM Submarines Courageous, Warspite, Sovereign and Trenchant and ashore at HMS Sultan, Dolphin, Neptune, Vulcan and DNST Greenwich. July 11, aged 58.

MEA (H) 1 Sidney Fisher. Served 1950-1983. Ships included Theseus and Newcastle. Aged 75.

Cecil Denton. Algerines Association. Lysander, Maenad. May 6.

Ian "Bomber" Brown. Served in Aircraft Handler Branch 1965-77. February 28.

Lionel "Dinger" Bell. Served 1928-1945 in HMS Impregnable, HMS Marlborough, HMS Valiant, HMS Shropshire, HMS Vernon, HMS Shoreham, HMS Southampton (sunk on Malta convoys) and HMS Coventry. Former pupil of RNHS Greenwich. January 15, aged 91.

Sgt Jack Arthur Beadle RM. Served HMS Belfast 1945-48. June 9.

Thomas Houghton. Stoker 1st Class.

Served on HMS Belfast 1943-44. February 7.

Frederick Holbutt. RM 2A. Served on HMS Belfast 1949-51. June 24.

Kenneth Strudley. AB RPH II. Served on HMS Belfast 1944-46. June 26.

Leonard (Jan) Pitman. Telegraphist (WT2) on HMS Unicorn January to December 1943.

Eric Cook. Stoker aboard HMS Unicorn December 1943-July 1946. January, aged 78.

Peter (Tim) Heeley. Stores Assistant (S) on HMS Unicorn August 1949 to December 1950. May, aged 74.

Wren Writer Phyllis J. Quin (nee Cameron). Served HMS Goldcrest, Fleet Mail London, HMS Ambrose (1942-1945). June 8, aged 79.

ROYAL NAVAL ASSOCIATION

Mick Dunne. Secretary Hastings branch. Served 1952-61. Ships: Ganges, Comet, Ocean, Forth, Hermes. June 2, aged 67.

Joan Braithwaite. Associate member Wakefield branch. June 4.

J.J. (Johnny) Lynch. Loughton branch. Area 5. Ex HMS Ganges and active WWII service. June 13, aged 78.

Angus Steele. Founder member Carlisle and District branch. Leading telegraphist. Served 1939-45. Ships included HMS Howe, HMS Orion, Coastal Forces (MTBs), Arctic Convoys. June 13, aged 86.

Sydney Cyril Ford. Harlow branch. Stoker Class A. Served 1942-46. June 6.

Wren Nancy Routliff. Bridgend branch. June 23, aged 77.

Charles S. Robinson. Stoke-on-Trent and District branch. Served in HMS Milne 1942 to 1946. May 27, aged 80.

Alfred (Alf) Saunders. Cwmbran branch. AB. Served WWII December 1943-May 1947. Ships include Loch Insh (Russian convoy) and Squirrel. May 14, aged 78.

George Marjeram. Carshalton branch. CPO. Served in WWII. June 12, aged 86.

Les Martin. Aldenham & District branch. CREA. Served during WWII. Ships: HMS Aldenham and HMS Easton. June 6, aged 80.

Connor O'Malley. Aldenham & District branch. AB. Served during WWII. Ships: HMS Tuscan, HMS Kelantan. June 6, aged 78.

Ernest Maher. Basildon branch. Marine. Served 1942-45. (Burma Star holder). July 6, aged 80.

Ray Wright. Life member, Chairman, Henlow branch. Ex standard bearer, area delegate and social secretary. Served 1942-46. Ships included Bellona and Dido. Service on Russian, North Atlantic convoys and Far East. July 7, aged 78.

Frank E. Hamer. Vice Chairman, North Manchester branch, previously chairman. Joined 1948 as boy seaman. Left 1958 Stoker PO. Ships included Vanguard, Black Swan, Comus, Grey Goose. July 11.

Bryce McDowell. Scarborough branch. AB (radar). Served as Chatham rating 1942-1946 (RN), 1949-1957 (RNR). July 16, aged 91.

ASSOCIATION OF RN OFFICERS

Capt I R Bowden. Served: Zambesi, Surprise, Cossack, President, Victorious, Llandaff, Britannia, Endurance, Norfolk and Mercury.

Cdr H Boyce. Served: Afrikaner, Pembroke, Nigeria, Bermuda, Bellepheron, Pembroke, President, Belfast and Collingwood.

Lt Cdr P Dark RNR.

Lt Cdr G L Eddis. Served: Norfolk, Watchman, Mountclaire, Watchful, Tomaki and Philomel.

Lt Cdr T Ford. Served: Vulture, Albion, Daedalus and Seahawk.

Lt Cdr P J E Hamilton. Served: Mariner, Vervan Bay, Raleigh, Upton, Alert, Terror and Cochrane.

Lt Cdr C P Morgan-Giles. Served: Maidstone, Hornet, Mauritius, Vengeance, Glendower, Jackdaw, Aruna, Attack and Birmingham.

Lt Cdr H A Ramsay. Served: Ceylon, St Vincent, Albion, Hermes, Lion and Dryad.

Lt Cdr C F P Simpson. Served: Gorregan, Sparrow, Vernon, Watson, Walkerton and Reclaim.

SUBMARINERS ASSOCIATION

B A (Bernard) Collins. L/Sto, Exeter & Taunton Branches. Service 1943-47. Served in: H43, Vengeful, Totem. Aged 83.

E J R (Ted) Turner. Tel. Australia Branch. Served in: Totem. Aged 78.

N E (Bert) Mallows. CPO Coxn. Gosport Branch. Service: 1950-1968. Served in: Alcide, Tireless, Tiptoe, Trenchant, Scythian, Seascope, Seadevil, Alliance, Warspite. Aged 73.

Vice Admiral Sir John Roxburgh. Dolphin Branch. Service 1940-1972. Served in: Thistle (40), Tribune (40-41), Thorn (41-42), H43 (42) (CO), P99/United (42-43) (CO), Tapir (44-45) (CO), Turpin (51-53) (CO). Aged 84.

J L (John) Cameron. CPO Elec. Gosport Branch. Served in: Pandora, P614, P55, Upshot, Sportsman, Ambush, Seraph, Sentinel, Totem, Sealion, Walrus, Burak, Reis. Aged 86.

I G (Ivan) Jackson. Tel (TO). Sussex branch. Service: 1950-53. Served in: Aurochs, Taciturn. Aged 75.

G (Taff) Barrett. LM (E). Shropshire Branch. Service 1954-57. Served in: Scythian, Seneschal, Tally-Ho. Aged 69.

J J (John) Gosling. AB ST. London Branch. Service 1943-45. Served in: H32, Supreme, Sibyl. Aged 86.

V J (Harvey) Dutton. CWEM (O) Gosport Branch. Served in: Thermopylae, Revenge, Onslaught, Tactician, Teredo, Narwhal, Rorqual, Tapir, Anchorite. Aged 67.

A (Angus) Elgie. AB RP. Scottish Branch. Service: 1943-45. Served in: Varne (44-45), Upshot (45). Aged 78.

T J (Tom) Shattock. L Sto. Essex Branch. Service 1939-45. Served in: Tetrarch, Triad, Thrasher, Parthian, Taciturn, Vampire, Tally-Ho, Thermopylae. Aged 86.

JAH (Bunny) Warren. AB LTO. Exeter Branch. Service 1942-53. Served in: Otis, P555, Tantalus, Trump, Truculent, Thermopylae, Stygian. Aged 82.

T (Tim) Marsh. PO EL. Cheltenham Branch. Service: 1962-69. Served in: Rorqual, Thermopylae, Alliance. Aged 61.

Appointments

PROVISIONAL SELECTIONS FOR PROMOTION TO CAPTAIN ROYAL NAVY AND COLONEL ROYAL MARINES

Warfare Branch

Cdr J F Blunden LVO; Cdr P J A Buckley; Cdr J R H Clink OBE; Cdr N E Fletcher; Cdr S W Garrett OBE; Cdr I W Greenlees OBE; Cdr J R Handley; Cdr M J Hawthorne; Cdr K W L Keble OBE; Cdr S J Kenny; Cdr S J N Kings MBE; Cdr J M L Kingwell; Cdr P D Lemkes; A/Capt D Lombard; Cdr R M Pegg; Cdr H R Sanguinetti; Cdr G B Sutton; Cdr B H Warren.

Engineering Branch

Cdr J K Coulthard; A/Capt M E Farrage; Cdr C R Forsey; Cdr J D Hay; Cdr P R A Jaggar; A/Capt P D Kenward; A/Capt I Lofthouse; Cdr J M Newell MBE; Cdr J J Taylor; Cdr M H Thistlethwaite; Cdr M J Toy; Cdr G M Watts; A/Capt K P Wilson; Cdr S J Woodcock.

Logistics Branch
Cdr M P Bullock MBE; Cdr P Cunningham; Cdr D T Nelson; Cdr M Smith.
Royal Marines
Lt Col C R Scott OBE; A/Col D J Stewart OBE MC; Lt Col R D Watts OBE.

Sports lottery

June 21: £5,000 — LOM I Bushnell, HMS Nelson; £1,500 — CH D Mann, HMS Chatham; £500 — Lt J Welsh, HMS Nelson
June 26: £5,000 — OM K Scott, HMS Vanguard; £1,500 — OM K Hall, AFCO Bristol; LOM D Foord, HMS Montrose
July 3: £5,000 — Mre K Stubbs, CTCRM; £1,500 — Lt K Rackham, HMS Termeraine; £500 — CPOMEA D Plant, HMS Sutherland
July 10: £5,000 — Lt Cdr J Kerr, HMS Nelson; £1,500 — BD Cpl J McGleish, HMS Raleigh; £500 — ACPOMEA M Parsonage, HMS Endurance.
July 17: £5,000 — CPOMEA N Green, HMS Coulport; £1,500 — OM J Fallon, HMS Lancaster; £500 — CPOMEA G Powell, HMS Northwood.

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LME (L) Lane onboard HMS Example BFPO 281, Newcastle-based P2000. Interested in any small ship/unit drafts. Tel 0191 4775584.

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THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the August headlines of past decades...



● Sweeping along at a rate of knots: HMS Carron, River Class minesweeper, pictured as she causes a few waves on her trials in 1984.

40 years ago

HIGHLIGHTS of the London ceremonies to commemorate the tercentenary of the Admiral's Regiment — forerunner of the Royal Marines — included a parade through the City of London, with colours flying, bands playing and bayonets fixed. As well as a review by the Queen, and a Corps dinner at the RN College, Greenwich, there was also a thanksgiving in St Paul's Cathedral and a huge reunion attended by the Duke of Edinburgh.

30 years ago

LONDON's Mermaid Theatre adopted the frigate of the same name at a ceremony in Chatham. To mark the adoption, ship and theatre exchanged bells. The theatre handed over to the ship the World War II sloop Mermaid's bell, which had hung in the theatre for 15 years — ringing more than six million people into 10,000 performances. Set to be carried by the new frigate throughout her Service life, the bell was received by the ship's CO, Cdr James McPhee.

20 years ago

HMS CARRON, second of the River Class minesweepers, put on an impressive turn of speed during trials. The Rivers were the first class of ship to be designed exclusively for Royal Naval Reserve use. Displacing 500 tons and armed with a 40mm Bofors anti-aircraft gun, they had a ship's company of 30. The Carron would replace HMS Venturer as the Severn Division training ship.



2SL reviews the Fleet

SECOND Sea Lord Sir James Burnell-Nugent provided an entertaining and comprehensive review of the Royal Navy's role today and in the future, reminding delegates that 95 per cent of the UK's trade by volume is carried by sea, placing the country sixth on the list of trading nations.

The Lord Mayor of Portsmouth, Cllr Tom Blair, also addressed the gathered shipmates, welcoming them to the city – and revealing that he had already filled in his RNA membership application form with accompanying cheque.

President Vice Admiral John McAnally said the cheque would be banked in short order.

Conference grabs branches' 'lifeline'

THE RNA took two major steps towards securing its future at the Association's National Conference in Portsmouth.

Two motions addressed the issue of Associate Members

holding positions as branch officers, and their acceptance will allow enthusiastic members to make a greater contribution at branch level, particularly in small branches and those with elderly officers.

The first motion, proposed by

Peterborough and District and seconded by Letchworth and Hitchin, suggested that the Association's rules and bye laws be amended "to allow Associate Members to be elected to Branch Main Committees, provided that the majority of the members of the Committee concerned are Full or

Life Members" – an amendment limiting the number to 20 per cent of the committee was defeated.

Introducing the motion, S/M Tom Tubb said that "Associate Members are as committed as we are to achieving the goals we set."

Some delegates spoke of fears over possible motivation of Associate Members and the fear of losing control of their own destiny – but others, including Belgium delegate Roy Hoskin, said the motion offered a "lifeline" to smaller branches.

Following the success of Motion No 1, a second motion (originally proposed by Warwick and seconded by Coventry, but amended by the National Council, backed by Wigston and District) was carried which will allow Associate Members "who have completed at least one year's membership of the Association, to be elected as Branch Officers, other than Chairman and Vice Chairman, in their Branches."

S/M McAnally said Conference had "adapted the Association to face the future – otherwise we might have been in deep trouble."

Two other motions were rejected by Conference – one, proposed by Woking, sought to set the fee payable for nomination of Life Members at £60 until the end of 2009, and the other, from Plymouth, proposed annual subscriptions for serving Royal Navy members be set at £1 in order to boost membership from the current RN.

Sad note at start of business

CONFERENCE started on a sad note, with Association President Vice Admiral John McAnally "singling out one shipmate for your special attention" in paying tribute to late Deputy President Rear Admiral John Bell.

S/M McAnally said an indication of the high regard in which Admiral Bell was held came at the Executive Meeting of the International Maritime Confederation, when the President, an Italian Admiral, honoured Admiral Bell's memory and expressed his condolences.

Almost 200 delegates attended the Conference, with 143 observers – an increase over last year of 34 and 43 respectively.

John – possibly the only RM corporal to have made the rank of admiral – was active far beyond the RN, obtaining degrees in French, maths and law, and acting as the BBC's Education Secretary, a member of the Police Complaints Authority, and appearing on numerous other boards and committees.

On the Sunday of Conference weekend more than 80 standards were paraded in what S/M McAnally described as "a very smart march-past" which took participants from Admiralty Road, into Queen Street and through Victory Gate into the Historic Dockyard.

A church service was held in At Anne's, led by the Association's newly-appointed Honorary Chaplain, the Ven Barry Hammett, Chaplain to the Fleet.

■ More RNA news – pages 28 and 29



● (Above) Standard bearers parade on Sunday morning in Portsmouth Naval Base during the Association's National Conference weekend

● (Right) Second Sea Lord Vice Admiral Sir James Burnell-Nugent and Lord Mayor of Portsmouth Cllr Tom Blair outside Portsmouth Guildhall with Association National Chairman S/M David White (left) and Association President Vice Admiral John McAnally (right)

Pictures: PO(PHOT) Gary Davies



Visitor from Cyprus lifts recruiting prize

FOR one delegate a long trip to Portsmouth was worthwhile as she lifted an award for recruitment on behalf of her branch.

Helen Hall, secretary of Cyprus branch, attended the conference at the Guildhall – and was delighted when her branch was named as the best recruiter amongst the large overseas branches.

Cyprus now has 150 members, of which 67 are full members – and that had been achieved in less than 20 months since the branch commissioned, in October 2002.

Another active branch in terms of recruiting over the past year was a more familiar one – Plymouth took the Briggs Dirk for larger branches (over 30 members), and the trophy was collected on behalf of his branch by S/M Arthur Gutteridge.

The Sword of Honour for the Area which showed the greatest increase in full members went to No 4, and National Chairman S/M David White accepted the prize.

The result was perhaps no surprise, as both Plymouth branch and No 4 Area took the honours in 2003 as well.

The Briggs Rose Bowl for small branches (fewer than 30 members) with the greatest increase in full membership went to Bridlington, while the equivalent branch overseas was Queensland in Australia – a second successive win for the Aussies, following on from Port Phillip Bay in 2003.

While the prizes and trophies were being handed out, two branches were presented with Golden Jubilee Certificates marking 50 years in commission – the two being Morecambe in Lancashire and Blandford in Dorset.



● Cyprus branch secretary S/M Helen Hall with the recruitment award for large overseas branch



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Royal Naval Association

Lottery grant is catalyst for visit

MEMBERS of Harrogate and District branch thought they had little prospect of visiting London and the Houses of Parliament despite the fact they were invited to the capital by Phil Willis, the Harrogate and Knaresborough MP, at the branch Trafalgar Night dinner which was held at the White Hart Hotel.

The cost of travel and accommodation seemed to be out of reach until S/M Doug Pointon, branch secretary, suggested an application could be made to Awards for All, the Lottery grants scheme for local groups.

To the delight of members, a grant of £4,350 was made to the branch to cover the travel and accommodation costs for 34 shipmates and their wives for a two-day stay in London.

A certificate which accompanied the grant was presented to the branch by the Mayor of the Borough of Harrogate, Cllr Ian Galloway.

The shipmates and their companions all thoroughly enjoyed themselves – especially their “interesting and informative” tour of the Houses of Parliament.

“The visit gave members an insight into how Government works as well as viewing the splendours of the ‘corridors of power’,” said a delighted Doug.

Rum business

STOCKTON-on-Tees stalwart S/M Joe McGillicuddy has retired from the branch committee after more than 25 years loyal service.

In recognition of his efforts the branch presented Joe with a decanter of Pusser's Rum.



● Sandra Smith, wife of Birchington president Geoff, with the Pusser's Rum decanter she won in the raffle at the RNA Conference Gala Dinner at the Guildhall, Portsmouth. With her is S/M Maureen Favell, wife of branch secretary Len

Chance meeting starts branch

WHEN S/M Len Favell and his wife paid a visit to the Acorn Inn for a drink on Trafalgar Day in 1983 – the day they moved to Kent from Sutton in Surrey – what caught the landlord's eye was the RNA tie his customer was wearing.

The landlord, Geoff Smith, was an ex-PO Stoker and Ganges boy, and in no time the seeds were sown for the commissioning in March 1984 of the

Birchington-on-Sea branch.

S/M Smith now serves as president and S/M Favell as secretary, and are the last of the founder members.

For the 17th year the branch will be in conflict with Margate branch for the Rose Cottage Trophy, the prize for the annual Bat and Trap matches – an old Kentish ball game which most players take seriously.

Birchington lead the series 11-5.

TWO highly-respected members of Falmouth branch have decided to call it a day and retire after many years of loyal service.

Vice Admiral Sir James Jungius, the branch president, has handed over command to Commodore Tony Hogg RN and S/M Harold Thompson is replaced as branch chairman by S/M Peter Giles.

To mark the retirement of S/M Thompson, who served as chairman for 15 years, his fellow shipmates honoured him with life membership – an award, said Admiral Jungius, which gave him enormous pleasure to present.

Paying tribute to his chairman, the outgoing president said: “Thommo has been a pillar of strength during his time as chairman and the branch would not be what it is today, but for his efforts.”

S/M Thompson, in reply, said how much he had enjoyed his time as chairman and how fortunate he was in having Admiral Jungius as branch president.

Investing Commodore Hogg, the new president, with his seal of office, Admiral Jungius assured members he was not losing touch with the branch but was continuing as a member.

Commodore Hogg said he was honoured to become the new president of Falmouth and would support the new chairman, S/M Giles, at all times.

He thanked the branch for the warm welcome extended to him.



● Rev Paul Varah (RNA Deeside branch chaplain, left) and Rev Charmain Beech (chaplain to Sea Cadet unit TS Tuscan), with standard bearers

Deeside remembers

SOME 200 shipmates and friends of Deeside branch attended a Battle of the Atlantic remembrance service which was held in St Mark's Church, Connah's Quay.

The service was conducted by the Rev Paul Varah, RNA Deeside branch chaplain, assisted by the Rev Charmain Beech, who is the chaplain of the local Sea Cadet unit TS Tuscan.

Branch chairman S/M Gilbert Butler read the Naval Prayer, and the Lessons were read by

Mark Tami, MP for Alyn and Deeside, and Cllr A. Shotton, chairman of the town council.

During the Service a new Red Ensign, donated by a well-wisher from Deeside, was dedicated to the memory of the men and women of Deeside who served in the Merchant Navy and the Mercantile Service.

Following the service, refreshments and suitable toasts were the order of the day at the Deeside Naval Club. Among those attending were

members of the Royal Artillery Association, RAFA, Burma Star, the Royal Welsh Fusiliers, the Merchant Navy Association, and the Parachute Regiment, along with civic dignitaries.

First VC honoured

CHARLES Lucas, recipient of the first Victoria Cross, was honoured by shipmates in Kent on the 150th anniversary of the action in which he won his award.

With the standards of Maidstone, Paddock Wood and Tunbridge Wells on display, they attended a service of remembrance in Mereworth Church and visited the grave of Charles Lucas where Father Noel McConnachie gave a short address.

Charles Lucas, who achieved the rank of Rear Admiral and died in 1914, was serving in the equivalent rank of Midshipman in the paddle sloop HMS Hecla when a live shell, its fuse hissing, landed on the deck during the bombardment of the Russian fort at Bomarsund in the

Baltic on June 21, 1854, during the Crimean War.

With “great coolness and presence of mind”, he picked up the shell and threw it overboard – when it instantly exploded.

His prompt action and bravery saved many lives.

Although the VC was not formally introduced until 1856 and gazetted the following year – the creation of the medal was driven by Queen Victoria herself – the first awards were made retrospectively to cover the recently-ended Crimean War.

Charles Lucas's actions predated those of the first Army VC by some three months.

Lucas's Victoria Cross can now be seen in the National Maritime Museum, Greenwich.

Special award for Wisbech member

SHIPMATE Neil Virgo, standard bearer of the Wisbech branch for the past 18 years, has been honoured recently with the award of life membership.

An ex-Ganges boy, Neil was a seaman-gunner serving in HMS Bedouin on Malta Convoy duties when the ship was torpedoed and sunk in June 1942.

After ten hours in the water he was picked up by a hospital ship and ended up in a prisoner of war camp in Italy.

After some 18 months, German stormtroopers took control and, with fellow prisoners, Neil was transported in a cattle truck to a POW camp in Germany and forced to work, sometimes in coal mines, other times on the railways or building sites.

As the Russians advanced towards the camp the prisoners were forced to march away from the area and to continue marching for roughly four months. Those who fell ill were shot on the roadside, especially the Russian prisoners.

The forced march, well-documented, ended for S/M Neil and a fellow prisoner in Bavaria, where they were befriended for nine days by a German lady until the arrival of the United States Army – and memories of his ordeal haunt S/M Neil to this day.

It was Cheshunt

A REPORT in the June edition of Navy News referred to a tree-planting ceremony to mark the 60th anniversary of the Battle of the Atlantic, and stated that it involved members of the Chesham branch – in fact, we were about 30 miles out; it was the Cheshunt branch which was involved in the ceremony.

£50 PRIZE PUZZLE



The mystery ship in our June edition was RFA Derwentdale, which was also known as the mv Halcyon Breeze.

The winner was Mr David Corse, of Scarborough, who will shortly receive our £50 prize.

This month's mystery ship is a fleet tender from the 1980s with a particularly masculine name. Can you name her, seen here with ocean tug Robust in the background?

Her pennant number has

been removed from this picture.

The correct answer could win you £50.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is September 14. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our October edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 114

Name

Address

My answer:

Naval Quirks

WHEN THE BATTLESHIP “AUDACIOUS” WAS MINED AND SUNK IN 1914...



...HER DEMISE WAS WITNESSED BY THE PASSENGERS AND CREW OF THE LINER “OLYMPIC” WHO PUBLISHED PHOTOS AND ACCOUNTS OF THE INCIDENT.



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Royal Naval Association



Veterans returns to killing fields of Crete

MEMBERS of York branch made an emotional pilgrimage to the island of Crete, where they attended a number of remembrance ceremonies – and were bowled over by the warmth of the welcome.

York Public Relations Officer S/M Bernard Hallas said the visitors were "unprepared for the show of affection" that was evident from the moment they boarded the aircraft.

Their first duty was the laying of a wreath, and this was done at the British and Commonwealth Cemetery overlooking the beautiful Suda Bay.

The wreath was laid in memory of HMS York, HMS Warspite and the 1,800 men of the Fleet who died in the surrounding waters.

On being introduced to the Naval Attache from Athens, Capt Wills, and British Consular staff on the island, the veterans were invited to attend a thanksgiving service at Chania



● The British and Commonwealth war cemetery at Suda Bay on Crete, visited by members of the York branch

Cathedral – and as they were the only Crete Veterans represented among dignitaries and defence attaches, they were invited by one of the bishops to join the senior officers at a buffet.

The next date was at a "simple yet beautiful" thanksgiving ceremony on the heights of Galatas Hill around a striking memorial consisting of a large square block of stone topped by

a huge stone bowl.

The veterans listened as a local woman told the gathered crowd of how, when the island was overrun by Nazis, the nations which came to their aid were the UK, Australia and New Zealand, and that the memory of those who died for their freedom would be revered for eternity.

The ceremony ended with thou-

sands of poppy petals being dropped from an aircraft.

"Both Michael Farrington (branch secretary) and I, along with many others, were privileged to share this emotional moment with the people of Crete," said Bernard, who added that the trip was made possible under the Heroes Return scheme.

Bernard was a Royal Marine serv-

ing in HMS Warspite at the bloody Battle of Crete, in May and June 1941, when more than half the 70-strong Allied maritime force was damaged or sunk repulsing German seaborne invasion forces and evacuating thousands of Allied soldiers from the port of Heraklion and open beaches despite incessant bombing attacks.

Watch is reward for Allan's hard work

MEMBERS of the HMS Glasgow Association had a special surprise for organiser Allan Mercer at their annual meeting at HMS Nelson in Portsmouth.

There was plenty to talk about during the 25th such meeting – not least the exploits of a number of veterans from the wartime cruiser who had travelled to Scandinavia at the end of April to receive medals from the Norwegians, arising from the rescue of the King and Crown Prince of Norway from Molde in 1940.

A raffle was held during a break in proceedings – all prizes were donated – at which point the Master of Ceremonies S/M Saunders requested that S/M Mercer take his place in front of the members.

Toasts were proposed to the Queen and the ship – then members rose to toast S/M Mercer for running the Association – a member of the Federation of Naval Associations – for the past 25 years.

"After the toast I was presented with a Rolex watch by one of the members for all the effort that I have put in," said S/M Mercer.

At least one future reunion will be at a different venue owing to building work.

"Owing to the refurbishment at HMS Nelson after September 2005 I will hold our 26th reunion at the King Charles Hotel in Chatham for one year until I know what is happening at Portsmouth," said S/M Mercer, who will be representing the Federation and ship association at the International Festival of the Sea next year in Portsmouth.

Charity day is money spinner

MEMBERS of Dorchester branch organised an Alexandra Rose Day collection in the town in early June.

A magnificent total of £1,637 was collected through the branch's Flag Day, of which £410 was donated to Alexandra Rose Day to cover expenses and for the Alexandra Rose Day's special appeal fund.

A further £450 went to both Age Concern Dorchester and the Digby Court Sensory Room Appeal – Digby Court is a residential home for children who have severe learning disability and frail health.

Both these local charities have provided support for Naval families in the past.

Goulds of Dorchester provided space in their store window for a display to promote the Flag Day



● Dorchester branch chairman George Osborne outside Goulds of Dorchester with (from left) Hayley England (Digby Court), Wendy Hilton (Age Concern) and Margaret Allardyce (Goulds)

MP takes salute at march-past

A CHURCH service and parade, followed by a social event in the afternoon, was organised by the Thurrock branch in Essex.

The events were attended by shipmates from Frinton and Walton branch, who brought their standard, as did the representatives of the Grays Royal Air Force Association and the Royal British Legion – including the Dunkirk standard.

Somewhere in the region of 200 shipmates and members of other ex-Service associations were in attendance, as were members of the Sea Cadet Corps.

The salute at the march-past was taken by MP Andrew Mackinlay, who was accompanied by Cllr Tony Fish, Mrs Rose Kirk – widow of Charles Kirk DSM – and senior member S/M Jim Christmas.

The parade marshal was S/M Norman Lowry, who is secretary of the Thurrock branch.

Birthday bash for Bromley

A GALA celebration, enjoyed by all including members of Thurrock and Maidstone branches, marked the 20th birthday of the Bromley branch.

It began with a church service at which S/M Alan Clarke gave a refresher on the history of the branch.

The ladies then laid on a superb afternoon tea with delicious 'eats' in branch headquarters, TS Narvik on Bromley Common.

The celebrations continued well into the evening, with dancing on the Main Deck to music by popular duo Terry and Thelma, who quickly brought people on to the dance floor.

Members meet on the first Friday and the branch always welcomes new recruits – further details from S/M Bob Puttock, the branch secretary, on 0208 462 4184.

Launceston go through hoops



ST PETROC Sea Cadets at Padstow benefited financially from No 4 Area's annual croquet match, organised by Delabole branch at the home of branch president Rear Admiral Alec Weir.

St Austell, St Mawgan, Wadebridge, Launceston, Falmouth, Portland and Exeter, along with Delabole, provided 14 teams, with Launceston winning.

Pictured are Launceston President Roger Richardson-Bunbury and Secretary Richard Hart, with runners-up David White, the National Chairman, and Area Chairman Richard Debenham. Picture by Chris Hore.



● FOR his sterling work as Cardiff branch Public Relations Officer, S/M Peter Evans, an ex-LS and Royal Marine, was voted Shipmate of the Year for 2003 and awarded the Tom and Joan Davies Shield by fellow members. He is pictured being presented with the shield by branch president Lawrence Sheppard

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Today it has at least a quarter of a million readers – probably many more as we have plenty of evidence of how a few copies may be passed around whole ship's companies, ex-pat communities and ex-Service associations who use its column to keep in touch with present developments and old shipmates.

Foreign embassies and Press correspondents scan its pages, regularly picking up items they have missed through the usual lines of communication.

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Picture: Devonport Phot Section

Spanish fiesta for Cottesmore

FASLANE-BASED minihunter HMS Cottesmore has enjoyed a brief siesta at the Spanish port of Vigo.

This was the first foreign visit for the mine countermeasures ship after an intensive period of operational and training activity.

Anglo-Spanish relations were as warm as the weather when the ship's company enjoyed some well-earned rest and relaxation in the historic town.

The visit had a more serious side when the commanding officer, Lt Rob Pedre, accompanied the British Defence Attaché to call on the Mayor of Vilagarcia and lay a wreath for 14 Royal Navy sailors buried in the English Cemetery.

Links between the Royal Navy and Vilagarcia date back to the 19th century when British warships anchored in the nearby Arosa Estuary.

Battle of the Bands

THIS YEAR'S RN Volunteer Band Festival, held around Portsmouth's Guildhall, brought the usual hard-fought competition among the ten rivals.

The contest saw HMS Heron net the winner's laurels for best overall performance, along with best marching display. Sultan claimed the title for best Drum Major, while Nelson offered the best Drum Display. Drake's soloist excelled in their competition, and Collingwood's Concert Band outstripped its rivals.

THE SECOND of a new class of amphibious assault ships built by BAE Systems, HMS Bulwark joins sister ship HMS Albion and fellow amphibious ship HMS Ocean at her home port of Plymouth.

As cuts are announced within the Fleet, HMS Bulwark stands as a reminder of the substantial strength that still bolsters the Senior Service.

Equipped with the largest and most sophisticated battle command centres afloat in the Royal Navy, the two new amphibious assault ships can carry eight landing craft, operate large troop-carrying helicopters, transport up to 700 Royal Marine Commandos and up to 60 vehicles.

Service life on the up in Guz

STEPS are being taken to improve the life for Service personnel and their families in the Plymouth area.

A multi-million pound contract has been awarded to Falcon Support Services for the creation of en-suite single living accommodation in the Devonport base.

In total 1,606 officers and ratings will benefit from the new style mess arrangements, due to be completed in January 2008.

Away from the base, the Naval Personal and Family Service

(NPFS) have used a £50,000 grant to effect the relocation and transformation of a Plymouth community centre and pre-school for families of RN personnel.

An extremely tight deadline of just four weeks meant the Naval team had to pull out all the stops to ensure that the work was completed on time.

It is hoped that the newly combined centre will bring a closer community focus to the Widewell estate, providing a much needed joint facility for families.

Seafarers' freedom is priority for Princess

THE PRINCESS Royal, Princess Anne, spoke out against over-zealous interpretation of tough new maritime security rules at the annual meeting of the Mission to Seafarers.

"It would be hard to over-estimate the importance to seafarers of shore leave after weeks cooped up at sea, even if it is just for a few hours," the Princess told her audience.

"But in some places the opportunity to get ashore is being denied them. This is particularly the case in the US where, perhaps not surprisingly bearing in mind recent events, security is particularly tight."

The Princess highlighted the recent story of a Russian sailor who had been arrested and deported after using a telephone box yards from his ship before his papers had been checked.

She added: "Hopefully this is an extreme case, nonetheless, many crews on ships berthing in US ports are not allowed ashore."

She accepted the necessity for increased security in all walks of life, and that shipping could not be distinguished from other areas.

She praised the International Maritime Organisation, a United Nations shipping body, for its swift implementation of the International Ship and Port Facility Security Code, but feared for over-zealous interpretation of the new rules.

"It would be sad indeed if the people we depend on, and who give up so much in the way of an ordinary family life, to bring us so many of our daily needs were to have their lives made even harder."

She was concerned that the new rules might also restrict the access of chaplains to crews, saying: "For many seafarers access to a chaplain is vitally important for their well-being, and in some cases it is literally a lifeline."

She stressed the help that the Mission had provided around the world to stranded and abandoned crews.

FAA Museum lends an ear

A NEW interactive exhibit at the Fleet Air Arm Museum in Yeovilton invites people to become part of the BBC's Peoples' War.

Visitors can either add their own or access the recorded memoirs of veterans of D Day and World War II, gathered together by the BBC for the Peoples' War archive.

Anyone wishing to record their own stories will be allowed into the museum free of charge.

Cossack hero makes his mark

ARUN District Council in West Sussex have unveiled a plaque to commemorate the wartime home of a hero of HMS Cossack.

Lt Cdr Bradwell Turner was the first person to board the infamous German prison ship, Altmärk.

After the capture of the Graf Spee, rescued sailors told that some 300 of their fellow mariners were held within the Altmärk.

After a tense encounter, HMS Cossack forced the German ship aground and a boarding party began the search for the sailors.

After a head-to-head with the enemy that left four Germans dead and others wounded, the Altmärk's crew fled ashore leaving the British sailors to explore and discover 299 men imprisoned in the bowels of the ship.

A few days after this heroic rescue, Lt Cdr Turner's wife gave birth to his daughter Fiona at their Littlehampton home, the site of which now bears a blue plaque.



● Governor of the British Virgin Islands, Thomas Macan, inspects the guards escorted by PO(AWW) Dobson. Picture: LA(Phot) Jack Russell

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Police call-out for Monmouth

THE BRITISH Virgin Islands Police Force sent out a call for help to Type 23 HMS Monmouth.

The Devonport-based frigate is on deployment in the Caribbean involved in counter-drug operations, but was glad to lend a hand to the local police for a different purpose.

A 12-man guard of honour was supplied to take part in the Royal Salute to celebrate the Queen's birthday on the island of Tortola.

Drafty



Round the buoy?

CND's EXECUTIVE Assistant, the Lieutenant Formerly Known As Scratch, was clearing out his drawers, having been deleted. That is, his billet's been deleted; he's still OK.

Anyway, he discovered a Commissioning Booklet for HMS Centurion on October 16 1970 – any of you inmates still out there?

Made interesting reading, I thought, and it happily diverted me from doing anything remotely constructive for half an hour.

Opening paragraph: "A large, modern office block" (it's still large and it's still an office block)

"A far cry from the ship of that name in which Lord Anson sailed round the world in the 18th century" (you don't say)

"Although the establishment can hardly hope to parallel the heroic achievements of Anson's men, it has nevertheless some of the most vital tasks in the Royal Navy today" (how very flattering).

Ship's Company was over 700, about a third uniformed, administering over 70,000 naval personnel.

I then started to tot up the com-

By Cdr Simon Thomas, Deputy CND

binated EDS/AFPA/CND telephone directory to see how many we have administering today's 41,500, but lost the will to live on page 5 of 40. Short attention span – it's me age y' know.

I also discovered that the PCK staff (Processor Controlled Keying) performed, on average, some 13 million key depressions a month.

We depress far fewer people today, so I guess we've moved on.

And that's it, really.

Moving on. Port Drafting was replaced by General Service Drafting in 1957, and HMS Centurion was established at Lythe Hill House, a country estate in Surrey – nice work if you can get it – hoovering up the rest of the Navy between 1970 and 1980.

Have we gone full circle with the Waterfront Manning Offices?

In 1957, I was just getting to grips with Noddy and Big-Ears (nearly

cracked it now) so I can't say, but I doubt that there's much resemblance.

The WMOs have a very focused role in the local movement and management of personnel, not just junior rate squads, and are a vital part of Harmony and efficient deployment.

As for Drafty, "Career Management Y Us" for all the non-commissioned Naval Service, and integrating the officer and rating/other rank corps by Branch, as trailed by CND in June's issue, is a key step forward.

And it's not just a cosmetic exercise, as there are fewer distinctions between the two structures than you might think.

In deployment terms, for example, over the last couple of years an average of around 35 per cent of the rating trained strength was on MTA (RIP) but, particularly in the Warfare Branch, many officers can be at sea substantially until their late 30s and beyond.

When the Joint Personnel Administration (JPA) system comes



'He must be demonstrating 'penalties''

on line in 2006, much of the terminology changes – out go drafts and appointments, in come assignments for everyone.

We are already in the process of retitling all deployers as Career Managers, so what does career management mean to the RN rating/RM other rank corps?

Actually, it means as much to you as to the officer corps if you choose to make it so, and it's a two-way commitment that needs your active engagement.

Officers routinely enjoy a personal, regularly face-to-face, relationship with their Appointers – sorry, Career Managers.

The sheer numbers game precludes doing exactly the same for ratings/ORs below WO1, but let's look at what is available to you. Accepting that a good deal of business is conducted at the waterfront for JRs, the various media are there for everyone to exploit – telephone, eMail, DPFs, C240s and the Regional Drafting and Careers Advisers (RDCAs).

Drafty talks to customers personally and has as comprehensive a programme as possible of roadshows and clinics: to the naval bases, air stations and major establishments. Armed with laptop technology, the RDCAs – who have counselled around 40 per cent of the trained strength each year since October

2001 – are expanding their Outreach to take in the more remote outposts.

A lot of that counselling may well be job options and availability (the DA of RDCA), but the system is there to provide as much CA as you need.

There are lots of opportunities out there to be seized – you can make WO1 in your early thirties and you can be promoted to officer, via either the Upper or Senior Upper Yardman schemes, between the ages of 17 and 46.

So, even when you reach Warrant Officer Class 1, there are both graduated employment challenges and further promotion opportunities.

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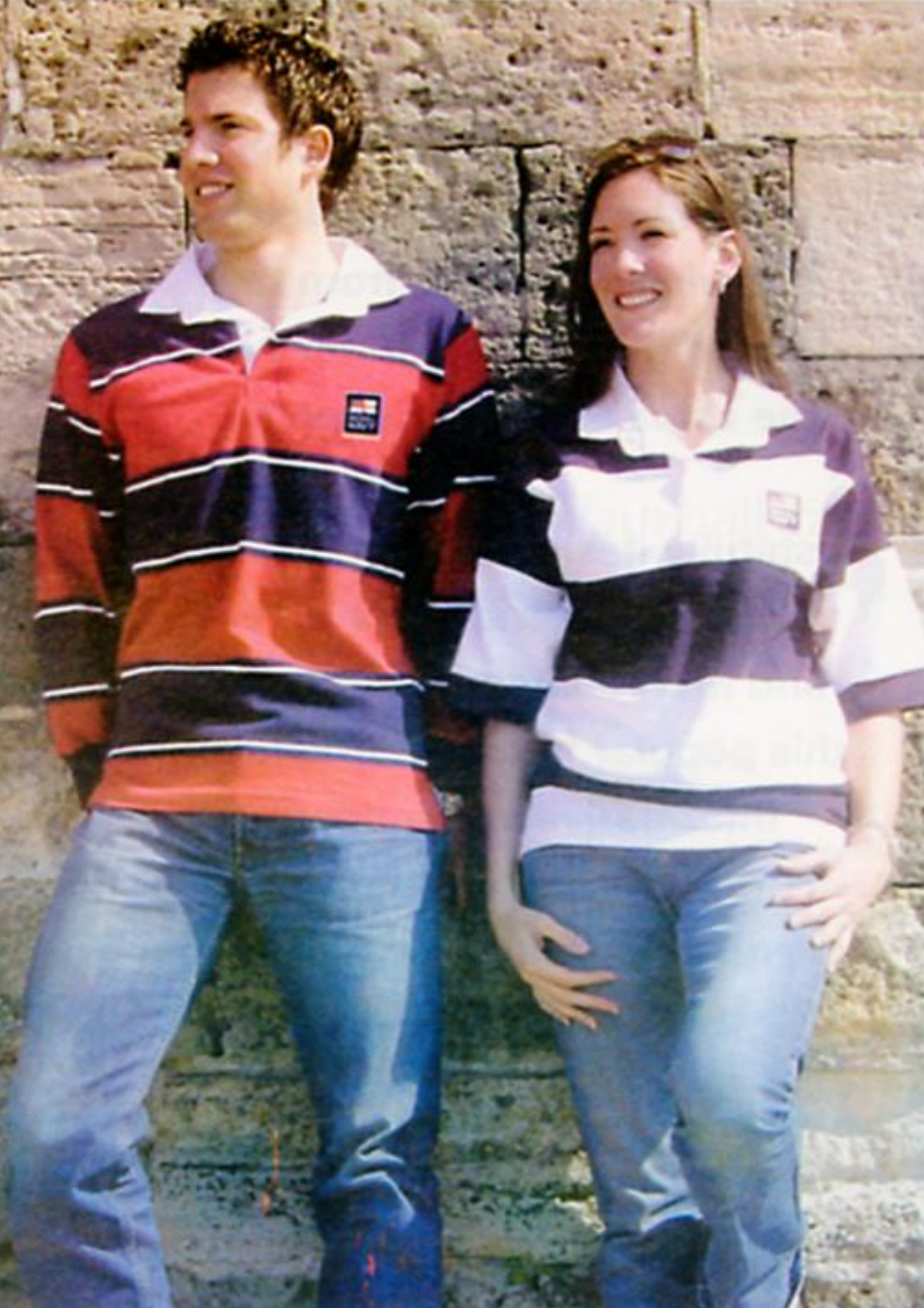


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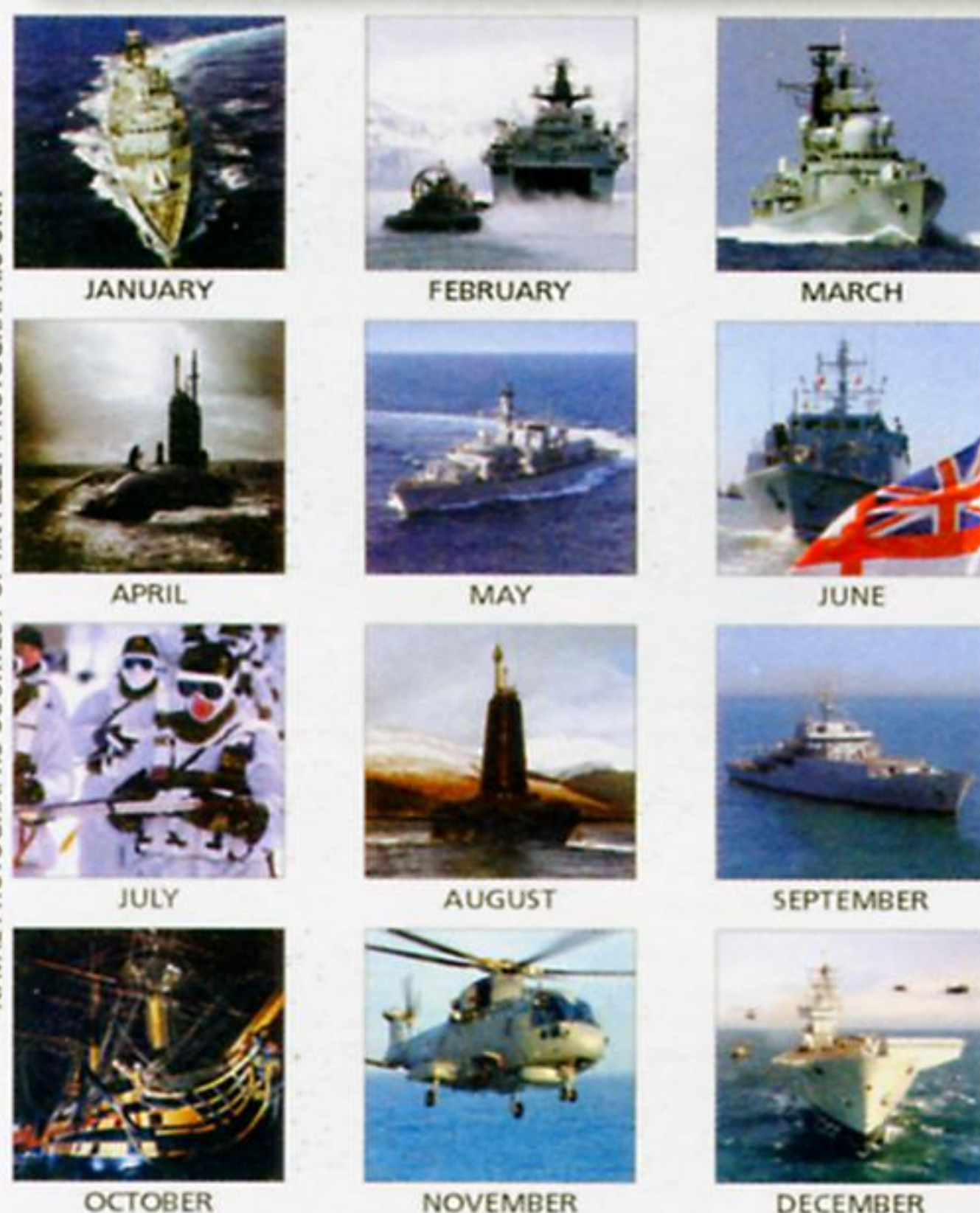
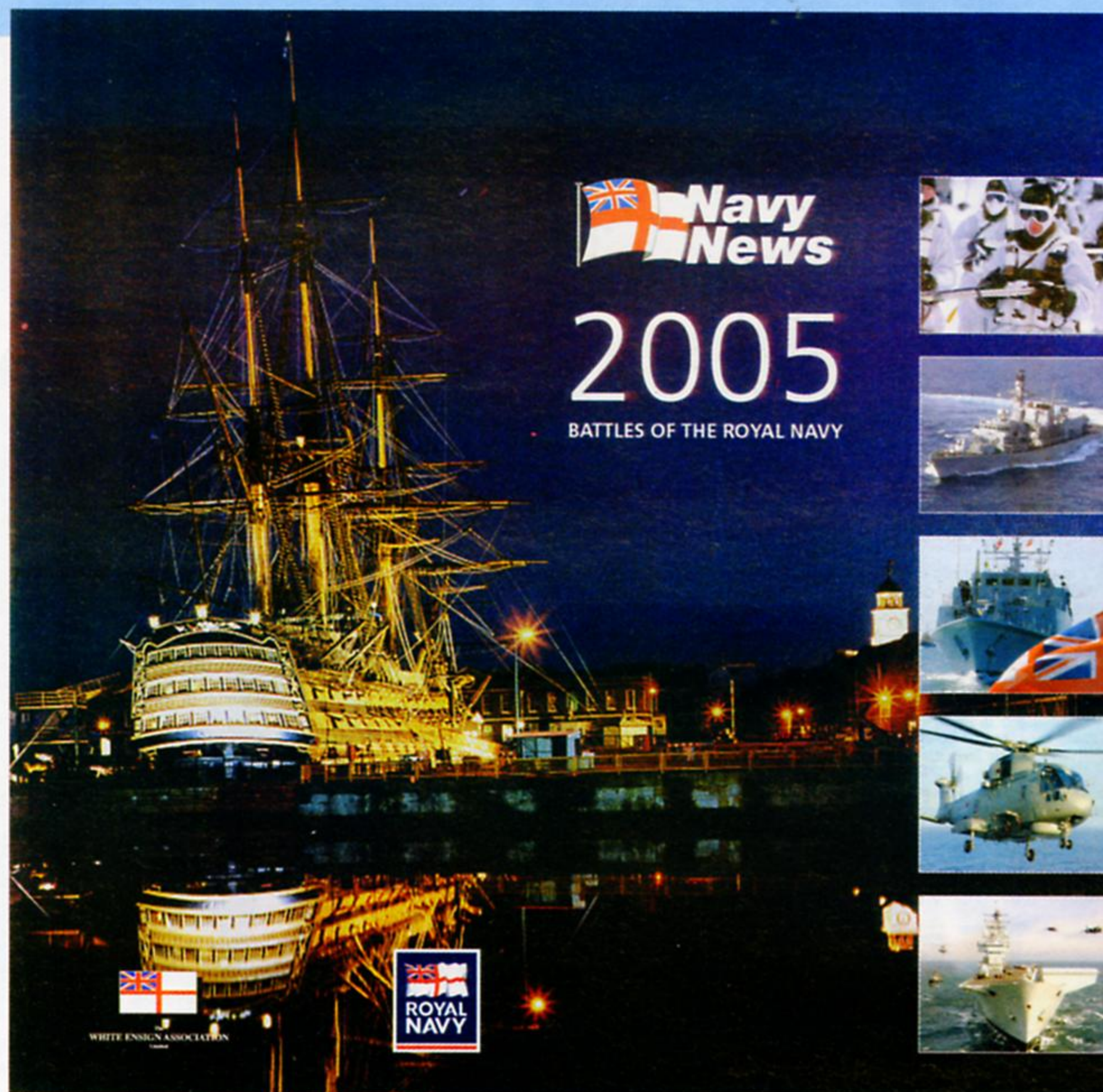
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Battles of the Royal Navy

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In order to commemorate the bicentenary of The Battle of Trafalgar, the theme for the 2005 calendar is Battles of the Royal Navy, featuring 12 battles from the 18th to the 20th centuries and the ships and units involved.

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Tue 11	Thu 27
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Sun 16	

Battle of St Vincent, 1797
The Spanish fleet of 22 ships, including the 112-gun San Juan Nepomuceno, defeated the British fleet of 24 ships, including the 112-gun HMS Victory, in a decisive battle off Cape St Vincent. The British fleet was commanded by Admiral John Jervis, and the Spanish fleet by Admiral Don Juan de Villeneuve. The battle was a significant victory for the British, as it allowed them to maintain their naval supremacy in the Atlantic.



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SETT for 50 more years

TRAINERS at a long-established Naval landmark in Gosport are used to working under pressure – quite literally.

Since 1954, in their safe hands, every potential RN submariner has had to undergo the rigours of the 10-storey,

30 metre (100 foot) deep Submarine Escape Training Tank (SETT) before they can qualify.

And that includes the Second Sea Lord himself, Vice Admiral Sir James Burnell-Nugent, who went on to command HMS Olympus and Conqueror.

The admiral was among those who witnessed a demonstration of escape drills and breath-hold techniques at the SETT's Fort Blockhouse location to mark its 50th anniversary.

Around 2,500 submariners a year are currently trained in the tank, which was commissioned specifically to teach submariners escape techniques in the unlikely event of a submarine accident.

Instructors (all submariners themselves) undergo a three-month training period, followed by a continuous development programme of up to 18 months.

"We teach them a technique of breath-holding, so they can, if necessary, move through the water quickly without causing bubbles, which would completely obscure the view of other safety staff," explained Officer in Charge SETT Lt Cdr Bob Mannion.

Students start off making ascents from nine metres below the surface, graduating to 18 metres where, once the pressures were equal, the lock doors were opened at the demonstration, and the submariner emerged, exhaling all the way in the warm water to the top of the tank – which can hold 150,000 gallons.

In a simple, but chilling display of the effects of pressure, the bag from the inside of a wine box was floated up, compressed to a third of its original volume, gradually emerging unscathed at the surface. Another, incorrectly compressed, rose rapidly and broke the water, flattened, in an uncontrollable fashion.

"That's what a person's lung tissue would look like: no nerves around the lungs," said Lt Cdr Mannion.

Ultimately, students are taken to the foot of the tower, where they ascend using an orange immersion suit, replete with its own dedicated liferaft – another of the techniques demonstrated on the day.

The Second Sea Lord, who had his first experience of the SETT in 1973 and, like all his fellow submariners, had to re-qualify periodically, recalled: "It was a difficult day.

"You know it is going to be painful on the ears, and, against your instinct, you have to breathe out. It's a classic case of mind over matter.

"There is also, of course, peer group pressure: no one wants to be the first person to opt out."

The equipment has changed over the years, he added, with constant improvements in design and techniques.

And safety? As someone said on the day: "With all our training, it's more dangerous driving out of here than being in a submarine – especially in Gosport."



● HMS Charity in action during the Korean War, a painting by Edward Boyle

Charity arrests at museum

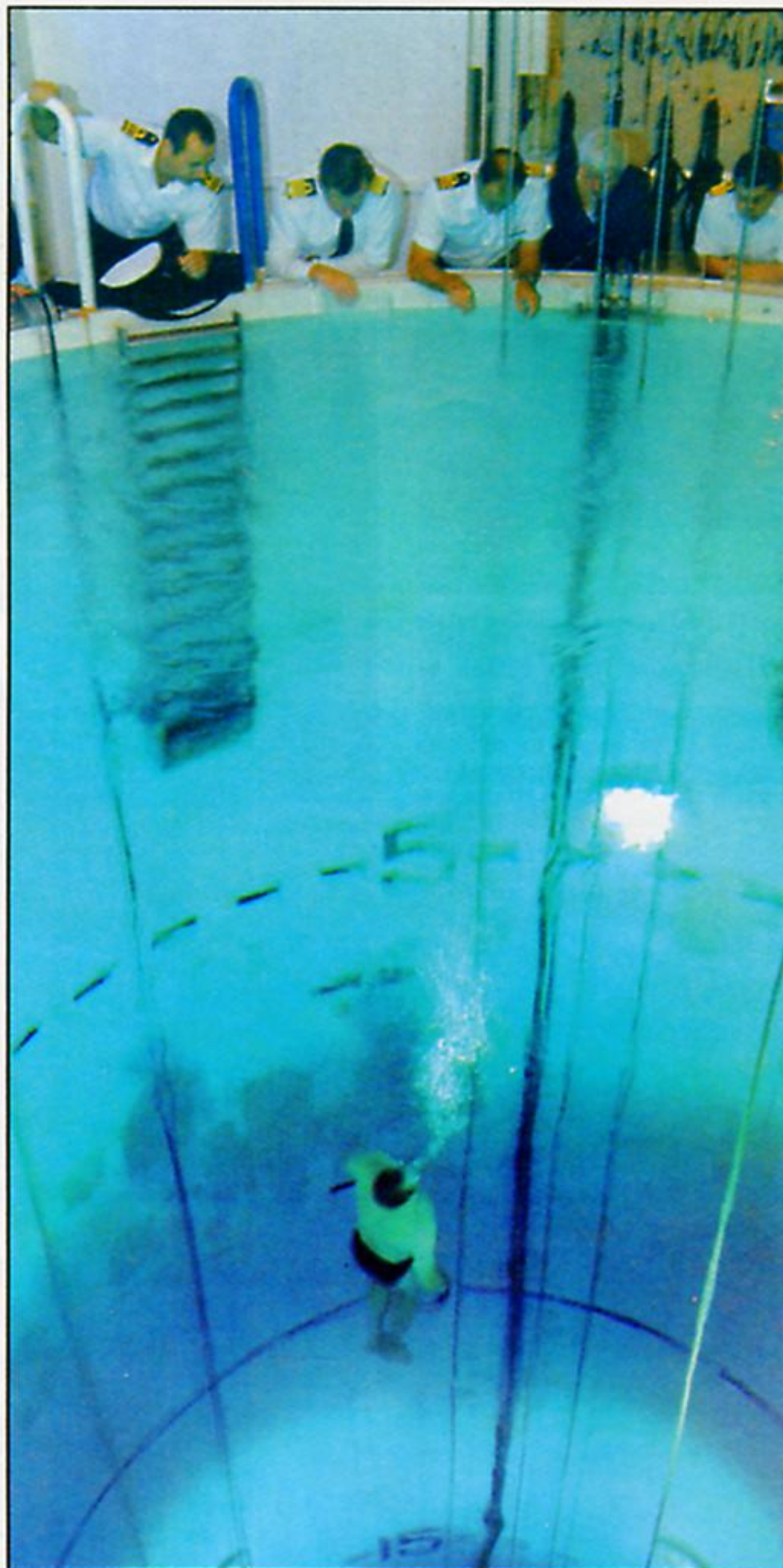
A PAINTING of the destroyer HMS Charity, illustrating an incident in which she was involved during the Korean War, has been presented to the Royal Naval Museum in Portsmouth by veterans from the ship.

Painted by Edward Boyle, the picture records the apprehending of a mine-laying junk during the Inchon landings in September 1950. Together with a portfolio of memorabilia, it is being put on show at the museum as part of its Korean exhibition.

"We wanted to portray something different to the usual 'guns blazing, blood and guts' Naval pictures," said veteran Cec Harrold.

The commissioning of the painting and its donation to the museum are thanks to former ship's company member Gordon "Jimmy" Green. Harry Eves, ex RFA, apart from framing the finished product, witnessed the incident concerned.

HMS Charity steamed 126,000 miles during the Korean campaign and carried the Emperor of Ethiopia to the UK in 1954, before being sold to the Pakistan Navy in 1959 and being sunk during the India-Pakistan war.



● Second Sea Lord Vice Admiral Sir James Burnell-Nugent (centre left) watches training at the SETT
Picture: PO(Phot) Gary Davies

Inverness joins veterans

MINEHUNTER HMS Inverness, now due to be paid off in the next two years, visited Bangor in Northern Ireland for the recent D-Day commemorations.

Members of the ship's company joined veterans and the local RNA to march through the town centre, after a drumhead ceremony.

The warm welcome from the local people was reflected when the Naval ship opened her doors to visitors, attracting some 3,000 curious folk to see around the Sandown-class mine countermeasures vessel.

A highlight over the visit was the unveiling of a commemorative mosaic, attended by the American Consulate General Barbara Stephenson and Inverness' commanding officer Lt Cdr David Bence.

Kite's short life not forgotten

ALTHOUGH HMS Kite's sad career in World War II lasted just two years, her adopted town of Braintree has kept her memory alive.

This month sees the unveiling of a commemorative plaque remembering the 217 lives lost when Kite was sunk on convoy duties.

Braintree District Museum is keen to hear from anyone connected with the ship who would be interesting in attending the event or providing material for an exhibition on this loss 60 years before.

Contact Andrew Gladwell at Braintree District Museum on 01376 325266.

Arctic expedition in forebear's frosty footsteps

FEW people have set foot where Lt Cdr Mark Hankey will be trudging this month. Apart from his great, great, great grandfather.

Mark joins a Royal Marines-led expedition back to the frozen wastes of Canadian Arctic where more than 170 years ago his forebear, explorer Sir John Ross, sought the fabled North-west Passage in vain.

A seven-strong expedition is returning to the land of the Nunavut, the first British expedition to the region since Ross and his nephew Sir James Clark Ross were there from 1829-32.

The expedition almost met with disaster. Ross' ship Victory and her crew were trapped in pack ice. After three years, they abandoned the ship and trekked 300 miles across the wastes to reach the open sea before they were finally rescued. The expedition wasn't a total disaster; nephew Ross discovered the magnetic North Pole, which was nice.

It's a story Mark Hankey knows well. It's in his blood, but now he will experience some of the hardships his forebears endured.

"It is daunting, but there's the adventurous spirit in me," explained the reservist, who usually oversees the Royal Navy's sprawling official website – www.royalnavy.mod.uk.

"The Rosses were polar pioneers, brave men and now I will have a greater understanding of what they went through.

"It is dangerous. The whole party is going to be part of the food chain out there. Polar bears may look nice but they have paws the size of dinner plates and regard you as a snack, so we've been practising our weapons training. There will always be a sentry on guard."

Seasoned adventurer Dom Mee, a reservist in the Royals and



● Lt Cdr Mark Hankey, who will tread in his ancestor's footsteps in an expedition to the Canadian Arctic

a veteran of an almost successful bid to row the Pacific and a more successful slog around the Arctic ice paving the way for this summer's expedition, is in charge of the month-long exploration.

Ross' exploits have largely been overshadowed by Sir John Franklin's ill-fated expedition to find the North-west Passage – the legendary route to the Pacific avoiding the Cape of Good Hope – two decades later which ended in disaster.

"This story needs to be told fully. Ross and his crew's endeavours leave me numb with admiration," said Dom. "This is truly an historic event."

The party – Dom, Mark, Cpls Barry Campbell and Craig Haslam, C/Sgt Mark Cowell, Mne Cronin and civilian historian Susie Cox – is due back in Britain at the beginning of September.

Thistle draw the crowds

IT opened with a spectacle in the air and closed with one too.

Overcast skies failed to stop the two bookends to this year's Faslane Fair – or the crowds turning up for that matter.

The annual public window for the people of Scotland to gain a little insight into the RN had the town of Helensburgh buzzing and a local charity very happy.

The nature of the work down at HM Naval Base Clyde and the limitations of the site itself mean it cannot be practically opened for public show.

So the Faslane Fair in neighbouring Helensburgh – a mix of mini Navy Days and town gala – is the sole opportunity for locals to see the base via pleasure cruises and a ferry boat to HMS Campbeltown, this year's visitor open for tours, at anchor in the Clyde.

The fair is far from a local event. Indeed, much to the chagrin of some of Helensburgh's 18,000 residents, 'out of towners' bagged many of the 1,500 places for the tour boats heading off to Campbeltown and up to Faslane before they had a chance.

It's a measure of the importance of the fair to the community that just about every hotel and guest house was booked up, helped a little by hundreds of visiting sailors from NATO nations, in town ahead of a Joint Maritime Course.

It would be easy to scoff at Faslane Fair compared with its bigger brothers, the International Festival of the Sea in Portsmouth and Navy Days in Plymouth.

But that would be doing it a great disservice. Beyond pumping money into the local economy it also helps a local charity.

Proceeds from the event will help the Children's Hospice Association of Scotland build a



● A bagpipe display at the Faslane Fair
Picture: LA(Phot) Brian Douglas

hospice for sick youngsters.

The fair has already provided £20,000 for the hospice, proceeds from the 2002 event and besides money raised this June, the charity is the Naval base's chosen good cause for the year.

For sailors the show is a rare chance to show off locally. Where else would it be fun to try on a nuclear reactor or sea survival suit, or get close to Subversion, the V-boat-shaped robot warrior?

The only thing limiting the fair's success – apart from the admittedly gloom Scottish weather – was logistics. The site occupied by the show is small and the boats running out to Campbeltown and along the loch to the base could only carry a limited number of passengers.

Still for organisers and Naval leaders, it was a success: the weather failed to stop displays by a Lynx, a Search-and-Rescue Sea King and the Fleet Protection Group Royal Marines.

"People here are conscious of the base, but there's not the link that say Portsmouth and Plymouth

enjoy – the base here's not existed as long. So the fair's about strengthening links between us and the community," said outgoing Naval Base Commander Cdre John Borley.

Fair organiser Cdr Bill Jones – 'Mr Faslane Fair' – added: "The aim is to give people a fun day out and show them what the RN does in Scotland and tie the event in with a Joint Maritime Course so there's a lot for people to see.

"But it's also about the personal touch. There is one young lad in a wheelchair from Belfast who has been trying to get to the fair for years. Unfortunately he cannot get around a ship, so we got him into the base and crew from HMS Sovereign chatted with him."

It's those touches, long after the displays by the paratroopers leaping out of a Hercules to open the fair and the Red Arrows screaming through the skies to close it, which people will particularly cherish.

Trafalgar tactics worked for Duncan first

NEXT year the world will commemorate the 200th anniversary of Trafalgar, the most famous battle of the age of sail, and the Royal Navy will mourn the death of Nelson, writes *Brian Lavery*.

But another battle took place eight years earlier which anticipated the tactics of Trafalgar and also produced a stunning victory.

This time the admiral, Adam Duncan, was not killed and lived for another seven years. His death took place 200 years ago this month.

Adam Duncan was born in Dundee in 1731 to a family of merchants and entered the Navy in 1746. He was attracted by the possibility of making large amounts of money through taking enemy ships, while at the same time gaining honour and glory by serving king and country.

He began his career under a fellow Scot, Captain Robert Duff, in the hunt for Bonnie Prince Charlie after the Battle of Culloden – like many lowland Scots, they had no sympathy for the Jacobite cause.

Duncan was taken up by the future admiral Augustus Keppel and distinguished himself at the capture of Havana in Cuba from the Spanish in 1762.

After that his career was much interrupted, with long periods of half-pay and bouts of sickness. In 1795, as a vice-admiral, he took charge of the North Sea Fleet operating a blockade of the Dutch ports – the Dutch had been conquered by the revolutionary French and were now their allies.

In May 1797 a great mutiny was in progress at the Nore in the mouth of the Thames, when the seamen attempted to improve their conditions. Duncan was obliged to confront the rebels in his own flag-ship, the *Adamant*.

"My lads, I am not in the smallest degree apprehensive of any violent measure you may have in contemplation," he told them coolly. "Though I assure you I would much rather acquire your love than

incur your fear, I will with my own hand put to death the first man who shall display the slightest sign of rebellious conduct."

He asked if any man was prepared to dispute this. One came forward and Duncan, six feet four inches in height and of 'manly and athletic form', grabbed him by the collar, held him over the side of the ship and said to the crew: "My lads, look at this fellow, he who dares to deprive me of the command of the fleet!"

The mutiny on the *Adamant* was soon settled, though it was several weeks before the rest of the fleet at the Nore returned to duty.

In October of that year, Duncan was at Yarmouth with his fleet when he received news that the Dutch fleet from the naval base at the Texel was out.

By the 11th he was off the Dutch coast with a fleet of 16 small and obsolescent ships of the line and supporting frigates – very much the 'second team' of the Navy, which had heavy commitments elsewhere.

An equal number of Dutch ships was sighted sailing along the coast close inshore near the village of Kamperduin or 'Camperdown'.

Duncan, ignoring the navigational dangers of the shallow waters and the conventional naval tactics of past decades, ordered his fleet into a headlong attack in two divisions – exactly the same arrangement used by Nelson at Trafalgar.

The Dutch had a reputation for hard fighting and a bloody battle ensued. Even a hardened medical practitioner could come close to despair, especially when he was short-handed, like the surgeon of the *Ardent*.

"Ninety wounded men were



● *Victory at Camperdown, 1797 – but Adam Duncan (right) was soon overshadowed by Nelson*

brought down from the action," he recounted. "The whole cockpit, deck, cabins, wing berths and part of the cable tier, together with my platform and my preparations for dressings were covered with them. So that for a time they were laid on each other at the foot of the ladder where they were brought down..."

"Melancholy cries for assistance were addressed to me from every side by wounded and dying, and piteous moans and bawling from pain and despair."

"In the midst of these agonising scenes, I was able to preserve myself firm and collected, and embracing in my mind the whole of the situation, to direct my attention where the greatest and most essential services could be performed."

"Some with wounds, bad indeed and painful, but slight in comparison with the dreadful condition of others, were most vociferous for assistance."

Eleven out of 16 Dutch ships of the line were captured. The Battle of Camperdown was an immense boost to British morale when the war was going badly elsewhere.

It was the most decisive naval

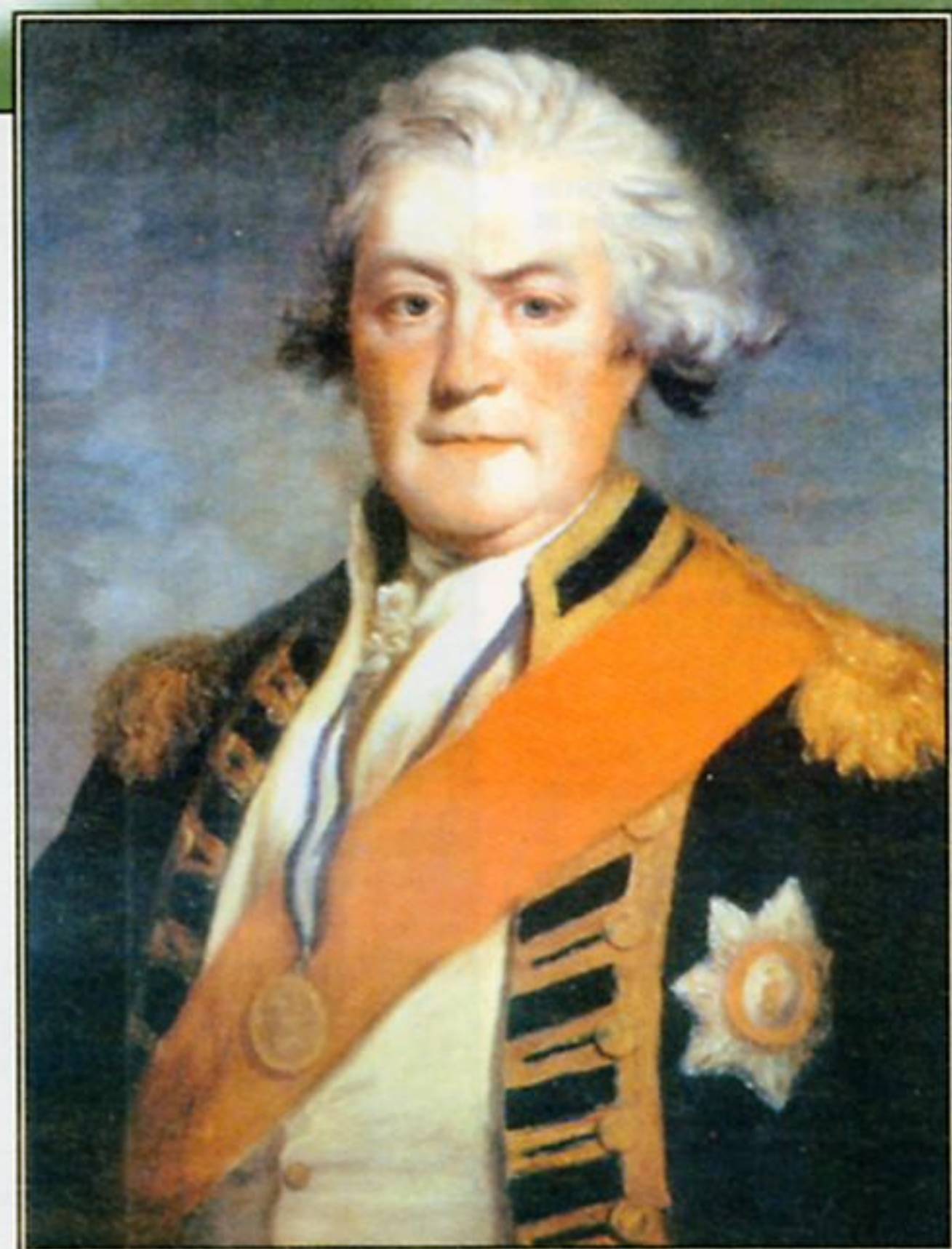
victory of the age so far and a step towards the principle, usually attributed to Nelson, of annihilating the enemy.

There was national rejoicing. Duncan was made a Viscount, was showered with gifts from corporations and guilds, and Parliament voted him a pension of £2,000 a year.

He retired and bought the estate of Camperdown near Dundee, where he died. Unlike Nelson, he had no flair for publicity and he fought only one major battle. Nelson's star began to rise less than a year later with his great victory at the Nile and Duncan was soon overshadowed.

The Royal Navy has never quite forgotten him, though. Several battleships were named after him over the years, followed by shore bases in Scotland.

□ *Born and educated in Scotland, Brian Lavery is Curator of Ship Technology at the National Maritime Museum. Among his many books is the much-reprinted Nelson's Navy: the Ships, Men and Organisation*



ABBA BJORN AGAIN FOR GRAFTON

ABBA tribute band Bjorn Again highlighted a show for the ship's company of HMS Grafton in Muscat, Oman.

Combined Services Entertainment, the official providers of live shows for the MoD, also included comedians and dancers in the package for the Type 23 frigate – herself currently starring in the new ITV RN drama series *Making Waves*. Shortly after, HMS Somerset relieved Grafton as part of the Royal Navy's continuous presence in the Arabian Gulf, assuming patrol duties in the multi-national maritime coalition effort supporting the new Iraqi regime.

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Picture: LA(PHOT) Amanda Reynolds

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Carriers' order postponed to perfect design

DESIGNERS will continue working on the fine details of the Navy's replacement aircraft carriers for up to 12 more months in a bid to save time and money in building the ships.

HMS Queen Elizabeth and Prince of Wales, the 'super-carriers' which will replace the RN's existing trio of Ark Royal, Illustrious and Invincible, were due to be ordered by the Government this summer.

But Defence Procurement Minister Lord Bach said the design stage of the multi-billion pound project was being extended as spending money on perfecting the complex ships in the pre-construction phase would save money in the long run.

Defence firms Thales and BAE Systems are working on the design of the two ships which are likely to displace in excess of 40,000 tonnes and carry the punch of the Anglo-American Joint Strike Fighter.

Lord Bach said despite extending the design assessment phase, the service dates of the two ships – 2012 and 2015 – remained fixed.

"Spending the right amount of time and money in the assessment phase gives a better understanding of the technical and supply-side risks of a programme," the minister added.

The final design and cost of the carriers – a budget of £3bn has been allocated for the vessels, which will be the largest and most potent surface ships built for the RN – will be set by the MOD at the end of the assessment stage.

At the peak of construction, an estimated 10,000 people will be working on the carrier project, with shipyards on the Clyde, Tyne, Solent and Firth assembling the ships which will be based in Portsmouth.

Work is already under way on the carriers' air defence escorts, the Type 45 destroyers, the first of which, HMS Daring, is taking shape on the Clyde and in Portsmouth.



Lord, Howe's this for a new-look Nottingham?

FOLLOWING an 18-month repair programme – completed ahead of time – HMS Nottingham has formally been given the nod of approval to return to the fleet by Cdre Dick Twichen, Commodore Portsmouth Flotilla.

The Type 42 destroyer – pictured above on recent sea trials by LA(Phot) Dan Hooper – is described by Portsmouth repair organisation Fleet Support Ltd (FSL) as one of the most capable ships in the Fleet following her £26m overhaul, needed after her near-fatal collision with Wolf Rock, off Lord Howe Island, Australia, in July 2002.

Since her return to Portsmouth in December of that year, the ship's radar, communications and sonar equipment have been brought back to order, damaged compartments have been repaired and a major overhaul of the sections beneath the 4.5in gun (affected by being submerged) has been carried out.

Commanding Officer Steve Holt, delighted at the successful outcome of two months' sea trials, said: "We are now materially in a position to join the fleet and I am looking forward to leaving UK waters."

Following a training period for the ship's new 270-plus company during the autumn, Nottingham will be ready for operations early in the new year, he added.

New facilities aid rescuers

THE Navy's senior officer performed the honours as new support facilities for the Gannet Search and Rescue unit in Scotland were commissioned, ushering in a new era.

First Sea Lord Admiral Sir Alan West was guest of honour at the Prestwick-based formation, unveiling the 30,000 litre fixed fuel installation which provides the 'gas' to keep Gannet's two Sea Kings ready for emergency missions.

With the establishment 'down-sized' and its front-line anti-submarine warfare squadron gone, it would be easy to brand Gannet a sleepy backwater.

But, says the unit's senior meteorologist and oceanographer, Lt Cdr Angus Scott Dickins, the establishment remains a lively outpost of the RN, supporting search and rescue operations over a vast area from Ben Nevis to the Isle of Man, out beyond the Irish coast into the Atlantic and east to the Firth of Forth.

Gannet's crew were called out 245 times in 2003, and the tempo has not let up this year; earlier this summer, one of the Sea Kings was forced to make an unscheduled landing after a strike tip to the rotor blades from a cliff face as crew tried to lower a rescue team to a fallen climber in Langdale Peaks. The Sea King was returned home slung under an RAF Chinook helicopter.

Five crews are stationed at Gan-



● Just dropping in... A search and rescue demonstration by Gannet's flight at the unit's May ball

net, operating two aircraft, one of which is always ready for rescue operations 24 hours a day, 365 days a year.

The rescue capabilities of the team have been enhanced by night vision goggles being provided, which aid missions considerably – although the inclement Scottish weather does limit their use. New infra red technology is being fitted to RAF search and rescue helicopters and it is hoped RN Sea Kings will also receive the kit.

"Gannet is different these days

but very much alive and well," said Lt Cdr Scott Dickins.

"The establishment facilities have been withdrawn and the airfield facilities have changed, but the search and rescue flight is extremely well used."

"Despite the high level of operational tasking, the flight has continued to make a great effort to support the community – flying visits to local schools, attendance at galas. We've even been able to support conservation efforts in the Faslane area allowing Defence Estate managers to monitor red and roe deer numbers from a unique vantage point."

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● 'You're getting no closer...' (Left) A Swedish fast patrol vessel chases off an MOD Police launch simulating a terrorist attack in Gareloch and (above) crew of Turkish frigate Gediz man the aft machine-guns

Pictures: Dave Cullen

Terrorists' attack thwarted loch, stock and barrel

IN one of the largest anti-terror exercises staged in UK waters, swarms of Rigid Inflatable Boats, jet skis and other fast craft were sent to attack Allied warships sailing out of HM Naval Base Clyde to test the reaction of sailors to this water-borne threat.

Royal Marines of the Fleet Protection Group and MOD Police gave NATO sailors a salutary lesson in the threat posed by fast attack craft as the warships sailed off on exercise.

Since the devastating attack on the USS Cole off Yemen four years ago when suicide bombers blew a hole in the side of the ship and killed numerous crew, the 'asymmetric threat', as it is known, of terrorist attacks has demanded the attention of the world's navies.

And so as 50 warships gathered in Scottish waters for the largest Joint Maritime Course yet held, planners decided to throw the kitchen sink at vessels departing Faslane for the beginning of the exercise.

Poles, Dutch, Turks, Britons – all were menaced by the FPG,

whose normal task is to safeguard the Fleet from such attacks, as fast boats whizzed around the waters, while Swedish fast patrol craft did their best to fend off the marines.

The green berets chose the Rhu narrows, leading from Gareloch into the Firth of Clyde to attack.

At just 200 metres wide, there's little chance to take evasive action here, it's all about testing how alert crew are manning the guns.

"Ships are often tested in anti-aircraft or anti-surface warfare, but since the Cole attack warships have been seen as more vulnerable to these sorts of fast boat raids," explained Capt Aaron Fisher of FPGRM.

"It's not entirely realistic. Attacks like this are very hard to simulate in an exercise environment. In the real world, the Swedes would have run over or rammed the fast craft."

The crackle of radio traffic indicated the warships were on the ball. "Identify yourself immediately or we will shoot." "What are your intentions?" The commandos in

turn goaded the NATO sailors with gestures of defiance as the Swedish patrol boats struggled to keep them in check.

Water cannons poured down on the FPG 'terrorists'; crew in anti-flash aimed their heavy machine-guns at the boats swarming around them while their ships zig-zagged as best they could in such narrow waters.

The NATO crews had been warned to expect an attack as they left Faslane; they were not warned another attack was to be launched later during JMC. The results of both will be assessed by the course planners.

"We're testing ships when they are at their most vulnerable – when their weapons systems and sensors cannot be brought to bear against something so small, fast and manoeuvrable. Warships are much more comfortable in the open sea," said Capt Philip Jones, joint director of the JMC staff.

"This is one of the most demanding threats to face. We're assessing how well crew track the terrorists and respond to them and see what lessons we can learn."

Illustrious start to a new life

IT'S rare you get a new warship for £118m.

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But crew of HMS Illustrious promise the 22-year-old aircraft carrier will be barely recognizable from the 'Lusty' which left Portsmouth for Rosyth two years ago.

Like an army of ants, hundreds of electricians, welders, dockyard staff, plus sailors, are swarming over the flattop as she's given a fresh lease of life.

It's not merely a case of upgrading her weapons systems, accommodating the Merlin helicopter and the GR9 Harrier, revamping the messes and a fresh lick of paint for the veteran of the Afghanistan conflict.

Illustrious is also being turned into a 'second Ocean' – a back-up for the in-demand helicopter/commando carrier.

Lusty's primary role will remain as a platform for the jump jet, but taking on board her own lessons from Afghanistan and Ark Royal's experiences in Iraq, the carrier will be able to better serve as a helicopter carrier and springboard for a Royal Marines amphibious assault.

So what does it take to make such alterations? 9,000 tons of equipment and kit were stripped off the ship – including her 'ski jump' flight deck ramp and the huge gear wheel for the engine's gear box ("It's the size of a small cottage," pointed out Lt Colin Russell, Avionics Air Engineer Officer).

1,200 link plates – used to tie down aircraft in the hangar and on the flight deck – have been replaced to accommodate the Merlins and GR9s (heavier than their predecessors); extra accommodation to house Royal Marines, complete with their Bergen kit bags, has been provided, as have special racks for the spare parts Merlins need, and changes to the magazines and lifts.

"The important thing about this refit is flexibility. In the past we've just coped. Now Illustrious is designed to be a flexible strike carrier," explained Jock Thomson, ship manager for Babcock, the firm which owns the yard and is carrying out the revamp.

When people talk about Lusty as a new ship, they mean it. The out-



● A three-master in today's Navy? Illustrious, her superstructure surrounded by scaffolding as a third, communications mast is erected, alongside in Rosyth and (below) undocking for the first time



side may look the same (besides a new third mast for new communications kit), inside she's been stripped bare and given a new look.

"When I joined I thought 'A ship in refit – it'll be really dull,'" said Lt Russell. "Far from it. There were just 47 crew here, but there was a great buzz about the place."

"Just about every compartment has had something done to it. When people see her they will see a new ship and they will see where the money has gone."

LOM Parky Parkinson is more than happy the carrier's stuck in Rosyth; he lives in the town. A veteran of Ark Royal in refit – also

carried out here by Babcock – he says that job provided invaluable lessons.

"I made 10 to 20 mistakes in Ark, but I can pass on my experiences to the guys. You learn all the time, you come up with ideas which may seem small but they can affect the way people live on board," he said.

AEM Michael Gordon, who also joined Lusty from Ark, added: "It's nice to see what it takes to bring a ship up to speed. Back in November she didn't look like a ship – her hull was still red. Now she's grey, which is important."

Now back in the water, with crew living on board, Lusty is in the clos-

ing stages of the refit – the latest in a continuous line of work begun at the yard with HMS Dreadnought 36 years ago.

Refits will continue once Illustrious has returned to the fold of the Fleet; as Navy News went to press, Babcock won the contract to overhaul destroyer HMS Edinburgh and minehunter HMS Walney.



● Roof with a view: WTR Karen Batehup looks up from Lusty's hangar deck through the aft lift towards the flight deck, covered with tarpaulin and metal sheeting

A plethora of bright Ikeas

IF you don't like the colour scheme, you know exactly who to blame.

Lusty's crew have WTR Karen Batehup to thank for the colour scheme applied to carpets and walls in the messes throughout the carrier, one of the personal touches which will make the ship feel a little more like home on those months-long deployments.

"The important thing is she's not battleship grey on the inside as well as the outside," said Karen. "Admittedly there wasn't a lot of choice. It was this or grey. And if it was left to the blokes, she would have stayed grey."

It's part of the revamp process with teams from Babcock, carrying out Illustrious' refit, that crew are being consulted (within reason) on what they want to see in the ship. Savings made by the firm during the refit are being pumped back into Lusty to add these personal refinements.

Habitability on land and at sea has long been Jack's gripe. It's difficult to make fundamental changes to a warship designed more than 30 years ago and built in the mid-1970s.

But even small tweaks will improve the sailor's lot. Extra 240 volt sockets for laptops, phone chargers and the like. Longer bunks (we're getting taller apparently), more TVs, video and DVD players, even extra fridges in the messes, all make life better off duty.

Oh and Ikea lights. Yes, after all those years the RN is finally getting rid of that awful chintz. Gone too is the hideous flowery pattern which used to adorn seats and sofas.

Sonar so far for Westminster

ANOTHER ship reactivated this month at Rosyth is Type 23 frigate HMS Westminster, whose crew have also just moved aboard as she comes to the end of a substantial refit of her own.

Westminster will be the most capable of the 16 Duke-class warships when she returns to the fold of the Fleet at the end of the year after the overhaul also conducted by Babcock.

The frigate is being fitted for Merlin helicopters, the third Type 23 to be adapted (the aircraft remains grounded at the moment following an accident earlier this year), as well as a new torpedo counter-measures system, extra bunk space to carry a full complement of 201 crew, quieter air conditioning, and new 2087 sonar.

Westminster is the first RN vessel to receive 2087, a 'dipping' sonar which has a greater range and is better able to work in the environments the 21st Century Fleet is operating in – closer to shore than the wide expanses of the North Atlantic the Type 23s were originally designed to serve in.

"The result of all these changes is that we have a world-beating anti-submarine warfare ship. It's very exciting," said Senior Naval Officer Lt Cdr Tim Henry, who has now handed over command to new CO Cdr Andrew Betton.

"2087 is a stunning piece of equipment but it has to be used responsibly. The Navy is spending a lot of time working with environmental experts to ensure that the risk to marine life is minimised. At times we will not use it because we don't want to harm the environment we work in."

Before flooding up the dry dock which has been the ship's home for months, Westminster's sponsor Lady Sally Livesay scrawled a personal message of godspeed on the



● Good luck, We in step... HMS Westminster's sponsor Lady Sally Livesay signs her ship with Babcock Marine managing director Joe Reilly and CO Cdr Andrew Betton before the dock was flooded up

hull. Staff and crew joined Lady Livesay, who launched the frigate 10 years ago, for tea under the ship before the sluices were opened and the dry dock was filled.

"It is lovely to see the ship coming on so quickly – she really looks splendid and I'm certain that everyone will enjoy moving back on board and returning to sea," said Lady Livesay.

Something to Crowe about

THE myth and reality of the nautical world author Patrick O'Brian's created is explored with a weekend dedicated to the writer in Portsmouth Historic Dockyard.

Russell Crowe's blockbuster *Master and Commander* has given O'Brian's work an even wider audience, but the dockyard hosted weekends devoted to his novels long before the big screen took interest.

A concert, including readings from O'Brian's work, talks and discussions about the Navy of the day and the art of writing a seafaring blockbuster, as well as dinner aboard HMS Victory, are all lined up for fans of the author – he died four years ago – between October 1 and 3.

Details of the weekend, priced £325 per head, from Trevor Carpenter on 023 9272 7583.

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Sea Cadets

Young speakers in hard sell to London's leaders



● LAST unit visited by Cdre Roger Parker as Commodore of the Sea Cadet Corps was Portsmouth's TS Alamein. Unit Chairman Lt Cdr G. Palmer presented him with a TS Alamein crest while the cadets gave his wife Valerie a bouquet. HMS Alamein has its headquarters at HMS Excellent, Whale Island, where Cdre Parker was previously Commodore.

'First class' Sharon gets her reward

"A FIRST class cadet who fully deserves this award" – PO Sharon Hay of Workington-based TS Vanguard receives the Lord Lieutenant's Certificate of Merit for Cadets from Col James Cropper.

Top of the class in her qualifying exam to be rated Petty Officer, Sharon is also a sportswoman of note, with colours for netball, five-a-side football and swimming.

She was the first cadet in her unit to gain a windsurfing qualification and has been a member of the national Sea Cadet Drill Squad.

Her qualifications include first class in engineering and first aid – and she is often the unit's duty bugler.

Elder brother William has been Lord Lieutenant's Cadet for 2003/4 and is now a Petty Officer on the staff of Workington unit. His final duty of the year was to assist at this ceremony.



PO Martin Mayger (above) of Twickenham Unit was one of six cadets selected to make a presentation to an audience of London VIPs.

MPs, teachers, police, councillors and youth workers were guests at a special evening celebrating London's cadet movement, held at HMS President.

As well as their own personal experiences, the cadets dwelt on the educational, sports, personal development and leadership opportunities that the SCC offers.

Martyn has been a Sea Cadet for eight years and talked about his Duke of Edinburgh Gold Award and his once-in-a-lifetime exchange with Bermuda cadets.

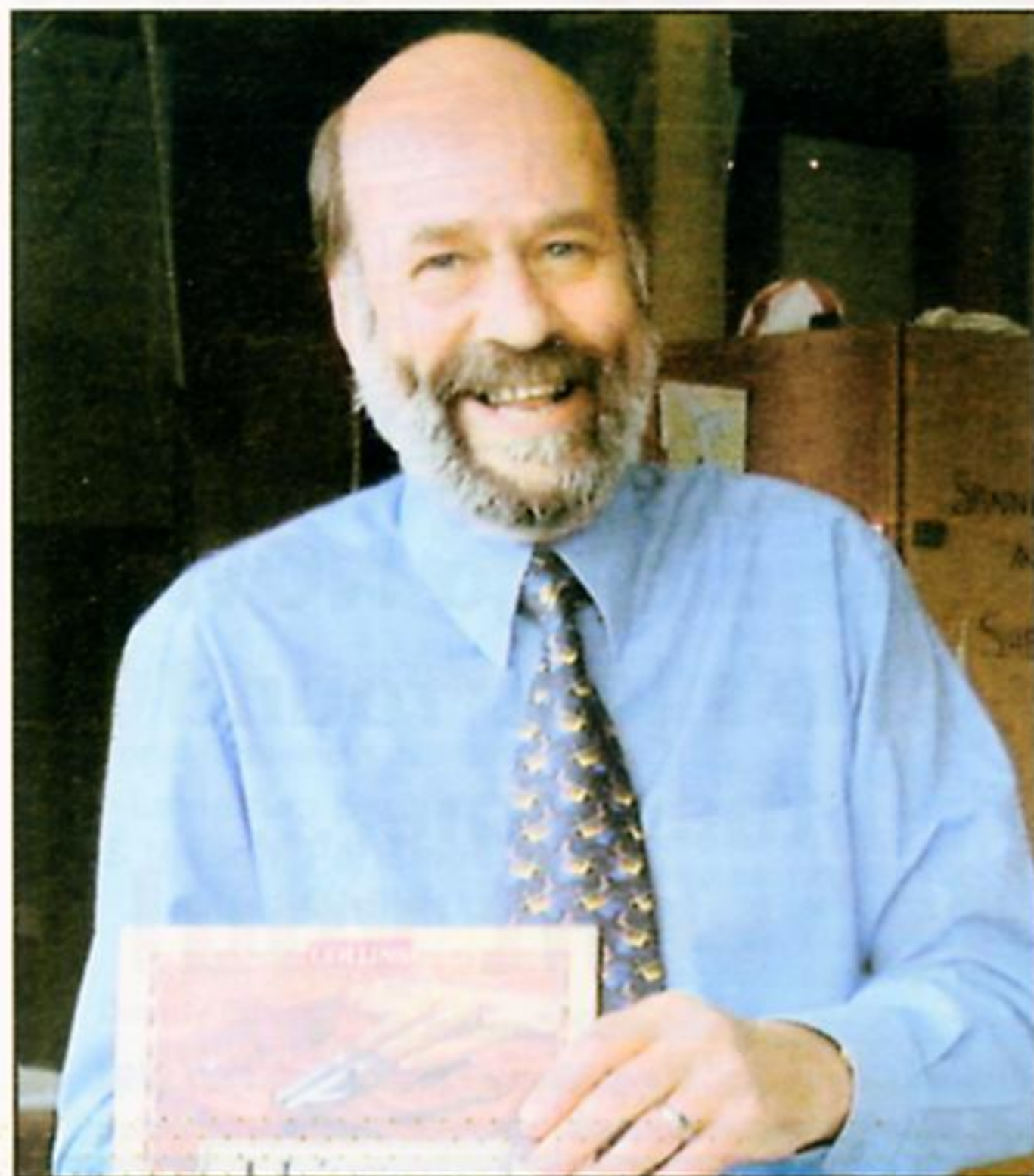
"What I've enjoyed most is the responsibility, gaining confidence and getting the recognition for your hard work," said Martyn who is planning a career in the Royal Navy.



Steve is top teacher

VOTED best overall Royal Marine instructor in the country, Sgt Steve Foster of Hastings unit receives the McCarroll Trophy from Col Paul Cautley, Honorary Colonel Royal Marines Reserve.

Goodbye gift for a good turn



A LARGE block of wood was the somewhat unusual parting gift for Deputy Area Officer (Southern) Lt Cdr Graham Black as he retired to run a village Post Office in darkest Wales.

As he had expressed an interest in trying wood turning as a hobby, the staff also handed over a lathe and other tools – plus a useful book of instructions.

He then enjoyed a strawberries and cream send off in the wardroom of the destroyer HMS Bristol, alongside which the cadets had just held their Southern Area Pulling Regatta.

Essex firm lends strong support to Rebel cause

MEMBERS of TS Rebel's racing squad receive a cheque for £1,000 from ex-Engine Room Artificer George Kirby, representing Colchester firm Essex Mason Regalia Sales's own charitable trust.

The Rebel Trust supports the operation of vessels for disadvantaged youngsters from Essex and some London areas, to learn and be trained for professional RYA offshore and powerboat qualifications.





Andrew has an honour for Alfie

ADMIRAL of the Sea Cadet Corps the Duke of York visited Newburn unit in Newcastle as part of a trip to the North East.

He took the opportunity to present the Sea Cadet Medal to Lt Cdr Alfie Simpson in recognition of his 41 unbroken years of service.



Lt Cdr Simpson joined Newburn unit as a cadet in 1962, moved up through the rates and finally became a Cadet Instructor in 1968. He was promoted Sub Lieutenant in 1974 and Lieutenant in 1976 and after a period as Officer-in-Charge he was appointed in command of Newburn in October 1978.

He remained there for ten years, being promoted Lieutenant Commander in 1984.

Lt Cdr Simpson was instrumental in the formation of the Northumberland District Boat Station, later the Derwenthaugh Boat Station, of which he became Principal upon retirement from his unit.

During the season he gives every weekend and most of his holidays to the training of cadets there.

Prince Andrew also awarded a pennant to the current CO of Newburn, Lt Cdr Chris Matthews, in recognition of the unit's achievements over the past year.

And he made Best District Cadet presentations to two Cadet Petty Officers – Martin Sims from Newburn (Best Cadet in Northumberland) and Lord Lieutenant's Cadet Ashley Tatum (Best Cadet in Tyne South).

● Lt Cdr Alfie Simpson receives his Sea Cadet Medal from the Duke of York



'Turbulent' were rough and ready

YOUNG Officers at Britannia Royal Naval College Dartmouth helped run a Sea Cadet and Combined Cadet Force camp there, writes S/LT Simon Shaw.

I was the Coordinated Assistant Divisional Officer of Turbulent Division, which was a mix of 40 Sea Cadets, CCF Cadets and Directorate of Naval Recruiting sponsored potential officer candidates who were there to get a taste of the Royal Navy.

My cadets made a banner which they took to any competition we took part in, including It's a Knockout and other sporting events.

At the end of the camp I and the other assistant divisional officers promised the cadets we would get a picture of their banner into *Navy News* – so here it is.

● Left to right are Young Officers S/Lts Simon Shaw, Martin Ormshaw, Phil Clarke and Matt Ryder.

PULLING POWER!

HORNCHURCH and Upminster unit's 2004 canoeing team are pictured (opposite top) after their triumph at the Essex District Regatta.

The event at Royal Victoria Docks saw them carry off the Senior Boys and Girls Doubles, the Senior Girls Singles and the Junior Boys Singles and Doubles – plus the overall winners trophy. Eleven other units in the District took part.

The crews will now compete against the rest of the teams in the London Area for the chance to qualify for the national regatta at Edgbaston.

Meanwhile Northampton unit did well in pulling, powerboating and canoeing at the Eastern Area Combined Boatwork Regattas. The Senior Male Pulling Crew narrowly won their event over Newark and

will now represent Eastern Area at the National Competition to be held at Birmingham in September.

Northampton canoeists gained silver medals in the 200m medley and marathon while the powerboat handling team and the girls pulling team both gained a third place, the latter tying with Newark and Bedford units. The junior boys pulling team are pictured below.

Stars of the Midland District Regatta were TS Sutton Coldfield (bottom

right) who ended up overall champions after overcoming extremely strong competition from ten other units – some 350 cadets and 150 officers and staff were in camp for the weekend.

The first day's weather was a mixture of rain, wind and overcast skies, but this failed to dampen the cadets' determination and they achieved impressive times pulling their heavy ASE boats over the half mile course on Powell's Pool.



Sport

Royals ground RAF challenge

AFTER some indifferent results, the RN's various Rugby League sides have put in some solid performances in the run-up to next month's Inter-Services challenge.

The Royal Marines yet again proved too strong for the RAF Regiment, demolishing the fliers 52-6. Several of the corps side turn out for the Summer Conference side Somerset Vikings, and the match fitness that gave the green berets proved vital. Incisive running from Ben Mardle, Nobby Clark and man-of-the-match Taff Rossiter kept the airmen continually on the back foot.

The York International 9s attracted more than 20 sides from across the globe, including all three Services.

The RN lost their first match to the Army, but recovered to defeat the Bramley Buffalos and Essex Eels and squeeze into the knock-out stage.

Having despatched French side Montpellier 14-6, the RN came up against the Glasgow Bulls in the quarter final. The sailors were leading 16-12 into the final minute, when the Bulls were awarded a controversial penalty and scored a converted try to snatch the match. The overall winners were a West Indies side composed of many Super League players.

Tag flourishes in mid Africa

TAG rugby is becoming a staple diet for youngsters in the African nation of Uganda thanks to the efforts of Brits, including Navy stalwart Lt Dave Jones.

The MOD Abbeywood-based officer, who coaches the RN ladies rugby squad, joined an eight-strong team who spent a fortnight in the Bushgenyi region of the country supporting the sport.

Despite temperatures of more than 30°C, the rugby players encouraged 350 youngsters aged eight to 12 – none of whom had played the game before – to take up the sport.

"The culmination was a colourful and noisy tournament between eight teams, watched by a curious and lively crowd of more than 500 people. It succeeded beyond the wildest expectations of the coaches," said Lt Jones.

The rugby experts donated kit and balls to Uganda schools, and the nation's ladies squad was presented with a kit on behalf of HMS Collingwood, while RNAS Yeovilton provided shirts for other local sides.

Following this year's success, the rugby buffs hope to return annually to different parts of the country to spread the tag word.

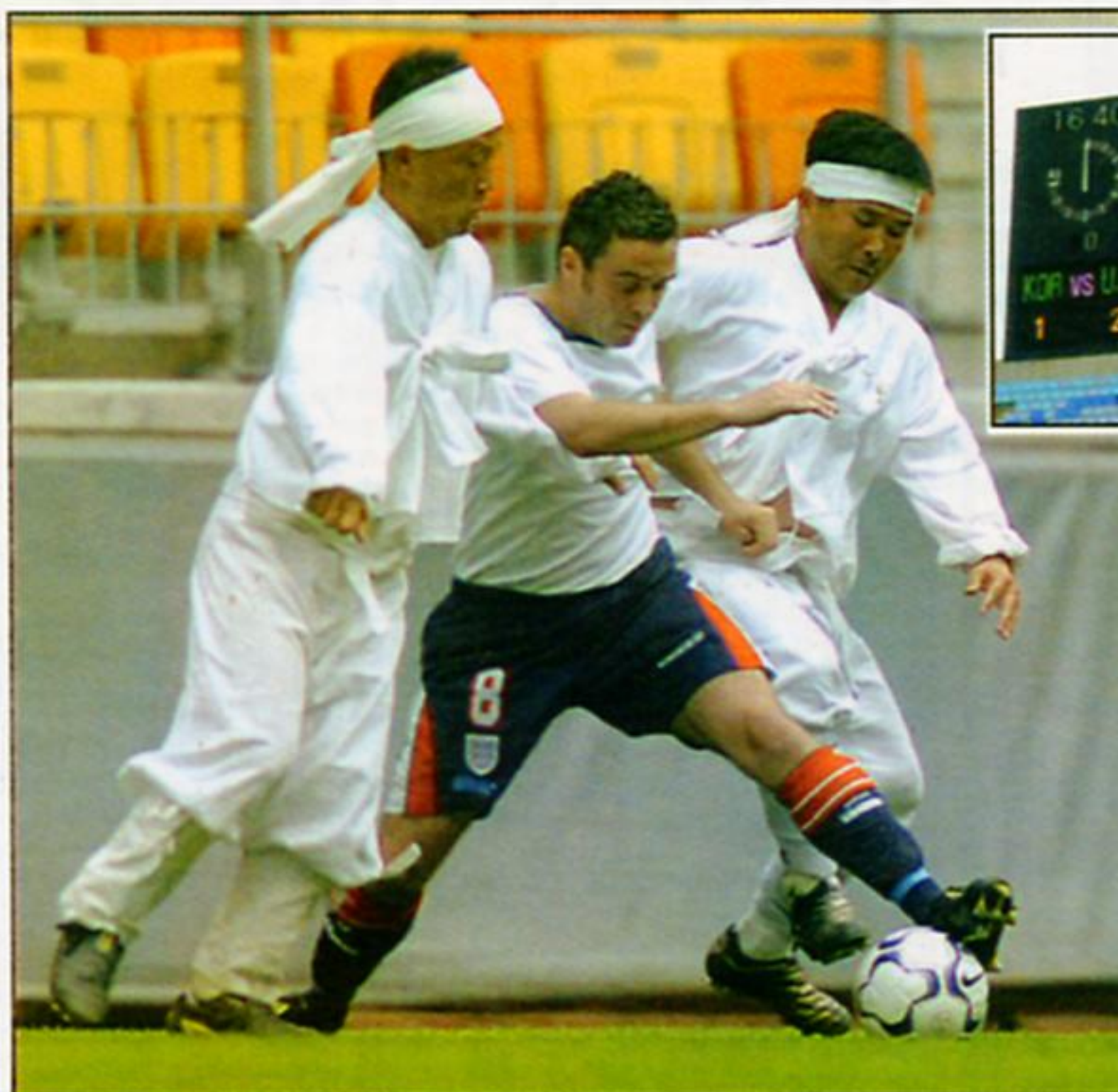
Geordie Gunboat is given plenty to go over

SIX-times Romanian RU champions Farul RFC proved far too strong for the visiting players of veteran destroyer HMS Newcastle when the ship stopped off in the country during her anti-terror deployment.

The Romanians, a semi-professional squad, had previously grappled with London Irish in the Heineken Cup, and their experience proved to have the edge on the sailors.

Despite the 84-5 scoreline against Newcastle – the game increasingly turned into an exhibition match – the Romanians praised the Geordie Gunboat's team for some particularly tenacious tackling and general ability; the sailors in turn picked up much-needed experience for impending fixtures.

The match was staged in Constanta when the Type 42 destroyer visited the port during a break in Exercise Co-operative Partner in the Black Sea, part of Newcastle's wider 2004 deployment supporting NATO in ensuring terrorists do not move by sea around the Mediterranean.



● England found their kit gave them a distinct advantage... (Left) An Exeter crewman fights off the attention of two South Korean sailors and (above) your eyes do not deceive you: the scoreboard at Suwon stadium records an historic English victory – unfortunately few were there to witness it.

Pictures: PO(Phot) Colin Burden

Korea success for HMS Exeter

BRITISH footballing victories on foreign soil are still rather more rare than most fans would like – but at least HMS Exeter's crew have redressed the balance somewhat.

After the exploits of HMS Monmouth, whose footballers defeated Montserrat's 'international' team the Volcanoes – ranked 371st in the world by governing body FIFA – Exeter's team had a fixture in rather more imposing surroundings. The Navy men took on the Republic of Korea Navy (ROKN) in the Suwon Stadium, Seoul, one of the venues for the 2002 World Cup.

Goals from suitably-monikered sportsmen – PO Eddie Wareing (yes, we know he preferred rugby

league) and LS Frank Stapleton (yes, we know his famous namesake's Irish) – earned the destroyer an historic 2-1 victory.

The grand surroundings were not just a matter of exceptional hospitality from the hosts. The match was staged to mark the introduction of football to Korea in 1882 – HMS Flying Fish was the guilty party – and the 100th birthday of the RNFA.

The first half was played with the Koreans in their traditional clothing and the sailors in White Fronts – traditional sailor T-shirts.

In the second half both teams reverted to more traditional football strip, with the Exeter team wearing an England Youth Squad strip donated by the English FA.

The prize was a trophy donated by Westland Helicopters who build the RN's Lynx aircraft.

Football was introduced to Ko-

rean dockyard workers, who became intrigued by British sailors kicking balls around on the jetties. When Flying Fish left behind some balls and boots, football took off in Korea. Six score years later, it remains the national sport.

The original ball and boots from Flying Fish are in the Museum of Football at Suwon Stadium, joined by a more modern pair now, donated by Exeter's CPO Gavin Feeley.

Earlier this year, the Korean FA presented the RNFA with a trophy in memory of the event.

Places in the ship's first team were hard won as many crew were eager to turn out on the turf of such a stunning setting.

The Korean FA extended the invite to officials as well; PO Phil Cupples scurried up and down the line all game as one of the referee's assistants.

■ Turning Japanese, p14-15

They judo, don't they?

THE largest contingent of RN judo players to take part in international tournaments helped the British Forces to a prestigious title and returned from North America with a string of personal medals.

The Royal Navy squad combined with the RAF and British Army under the flag of 'British Forces' to attend the AMCAN Tournament held at Buffalo in the USA and the Canadian Open across the border in Burlington, Canada. This is the first year the Royal Navy has attended with such numbers.

The team, consisting of senior coach PO Pete Powell, coach CPO Ian Clark, LWEA's Clive McGing and David Kelley, AEM James Clement, Cpl John Manual, Mnes Chris Sherrington and Richard Hill and DSA Vicky Parsons.

The tour party set up camp in the Niagara Falls area for pre-tournament training prior to the AMCAN, where the standard of competition was impressive, with many players from a host of countries who will be attending this year's Olympics in Athens taking part.

Performance of the day was undoubtedly by AEM Clement of HMS Sultan who fought valiantly, one fight lasting an impressive 10 minutes! His progress to the gold medal was halted by two Olympians representing Uzbekistan but James completed the tournament winning a bronze medal.



● A new breed of judo superstars: The RN team poses before competition across the Atlantic

After a successful American tournament, a day's recovery was needed before the team moved base camp to a new location in Canada. Here several judo clubs in the region attended 'fight nights' with the British players, and good experience was gained by all prior to the tournament in Burlington.

With the success gained from the first tournament, the teams fought exceptionally in this one. More details on RN Judo from PO Pete Powell 93825 2522 or CPO Ian Clark 9380 22563.

AMCAN: Under 73kg – Bronze: AEM Clem-

ent (HMS Sultan); Under 90kg Masters – Bronze: CPO Clark (MCTA Portsmouth); Over 100kg Novice – Gold: Mne Sherrington (Cdo Log Regt); Best Team and Best International Team Trophies: British Forces. Canadian Open: Lightweight Novice – Silver: LWEA Kelley (HMS Collingwood); Bronze: LWEA McGing (Collingwood); Lightweight Masters – Gold: LWEA Kelley (Collingwood); Silver: PO Powell (Collingwood); Middleweight Masters – Gold: Cpl Manual (DST Leconfield); Light Heavyweight – Gold: CPO Clark; Light Heavyweight Masters – Gold: CPO Clark; Middleweight – Silver: AEM Clement; Heavyweight – Gold: Mne Sherrington; Open Championship – Gold: Mne Sherrington; Heavyweight (Female) – Silver: DSA Parsons (Dryad); Canadian National Select Team British Forces Team (including Clark, Powell and McGing) vs Canadian National Select Team: 4-4.

Luck runs out for young cricketers

THE luck of the toss didn't favour the Navy's U25 cricket side at the Inter-Service festival hosted by RAF Uxbridge this year.

Winning the toss was crucial for the sailors and Royal Marines – fielding six new caps – but they lost out on both occasions.

The Army wisely elected to bat and despite early breakthroughs from AEA K Adams (Heron) and Mne R Barker (FPG RM), Army captain L/Bdr P Carlin hit a blistering 80 off 60 balls as his side ran up a total of 253 all out. Adams bowled impressively, obliterating the late order, finishing with 5 for 34 off 9.5 overs.

The target was not impossible and despite a shaky start, OM C Penner (Exeter) and Mne A Morris (Cdo Log Regt) notched up runs at a consistent rate. But when their wickets fell, the Army sliced through the remaining RN team, which finished 187 all out after 34 overs.

On day two, the RAF put the RN into bat after winning the toss. The Navy never really got into full stride in a rain-affected match, aided by a solid 31 by HMS Montrose's MEM J Richards.

The RN's total of 154 never looked enough and under the Duckworth/Lewis method, the airmen swiftly reached the under target of 135 off 40 overs. They notched up the runs with 12 overs and eight wickets to spare.

The Army held on to the overall title with a comprehensive defeat of the RAF on the third and final day of the championships.



● You're for the high jump, mate... LA(Phot) Luis Holden's stunning photograph captures an athlete in mid-flight during this year's RN Championships at HMS Temeraire in Portsmouth. It was the home team which proved the strongest – Portsmouth Command took both the male and female titles.

Weather hampers RN golf championships...

THE RN Golf Championships at Saunton Golf Club on the north Devon coast proved to be a severe test for all the players.

In benign weather the two Saunton courses present a difficult test, but with gale force winds and lashing rain, survival was the key to success.

Fifty-seven competitors enjoyed relatively calm weather for the first two days. Wednesday dawned with rain and very strong winds and although the rains went by lunch time, the wind strength increased to produce some of the most difficult conditions most of the players had ever experienced.

Wind remained a significant factor on Thursday but the gods eventually took pity and a fine summer day was enjoyed for the final round on Friday.

In the individual event, LMA Scott Gilbert (DMTC Fort Blockhouse) successfully retained his title, five shots ahead of LMEA Adam Hawkins (Sultan).

The first round produced a good number of sub-80 scores, including Gilbert's 71 (even par) and 2002 champion MEM Mike Setterfield's (1 Assault Group RM) 72. CPO Fred McEvoy's 74 was very creditable although unfortunately he had to withdraw after round 3 for operational reasons.

...and frustrates cricketers

RN cricketers have suffered more cancelled matches this season than any year in recent memory.

At least half a dozen games have been called off, so a home game against Middlesex U19s was eagerly awaited, only for player availability to frustrate the team.

The Navy won the toss and invited Middlesex to bat. AEA Keith Adams (Heron) and LPT Mark Toogood (Iron Duke) bowled es-

pecially well aided by veteran CPO Paul Barsby, limiting the visitors to 167 all out.

Although the target was well within the RN's reach, the top order batsmen never really got going – only skipper Sgt Tim Burt (MOD London) with 26 and Lt Cdr Paul Snelling (Nelson) with 15 looked comfortable against some quality spinners, and the RN were skittled for 117.

An excellent final round in perfect conditions made for a two-horse race with both leaders scoring a superb 69, Gilbert maintained his overnight advantage.

In the team strokeplay event, the RM fielded a severely weakened side through operational commitments and injuries, so they had to be content with third place. Portsmouth produced a very strong team. Naval Air Command led by Navy captain Lt Guy Norris (750 NAS) pushed hard but Pompey's strength eventually won the day. NAC did gain revenge by taking the Inter-Command Matchplay title from a gallant Royals team.

Although none of the non-command team individual entries made the third round cut, the prize for best performance went to PO Tex Avery (Collingwood). The non-qualifiers greensomes event was won by Lt Cdr Tom Suddes (RNR Cambria) and LOM Neil Dickinson (Glasgow).



● Only another 1,363 miles to go... CPO Jason Sawyer receives a bit of encouragement on foot

Hawaii 1,406 Oh

CHIEF Petty Officer Jason Sawyer will make Forces history this autumn as the first British serviceman to take part in what must be the toughest race on the earth.

The senior rate, by day on the operations staff of the Commando Helicopter Force HQ at RNAS Yeovilton, has been picked – with 30 other supreme endurance athletes – to take part in the Deca-Ironman world championships in Hawaii in November.

Deca-Ironman? Well, a single ironman race is a 2.4-mile swim, 112-mile bike ride, then running a marathon. Jason and his fellow competitors will be expected to complete ten – and they're expected to do so in under ten days.

The chief petty officer is already a seasoned endurance athlete, coming in sixth in the European Double Ironman Ultra Triathlon Championships in his 21-39 age group.

The race, at Neulengbach in Aus-

tria, is a mere stroll in the park compared with the Deca – a 4.8-mile 'dip', cycle for 224 miles and a double marathon to finish. Piece of cake. And all completed in 26 hours and seven minutes by Jason, who lives in Exmouth.

What keeps an athlete going in such an endurance event? A fearsome training regime including cycling from home to work on occasions (a 110-mile round trip), exercise before and after work, plus break times, a high-protein diet, and family encouragement – mum, dad, Jason's wife and two children provide the back-up.

"During the European race throughout the night I had either my mum, dad or wife with me on the run – without them it would have been unbearable.

"The last lap was run in reverse, holding the flag of your country. It was the most amazing feeling ever.

"People always ask me: will I do another one? If you had asked me at 4am whilst shuffling around, the answer would have been a resounding: 'No.'"

Jason isn't expecting to beat the

world record – around the seven and a half days mark! – but he is going to have a crack at the UK record of eight days and six hours. Only around half a dozen Brits have had the stamina – mental and physical – to take part in the Deca which, until now, has been held in Mexico.

"I enjoy the buzz, the physical side of the challenge. It's the ultimate test of mind and body," Jason added.

Well at least with all that mileage, the senior rating will get to enjoy the beauty of the 50th State.

Er, no. "The cycle ride and run are done on a race track, not on the roads. It's for safety reasons – they obviously don't want people falling asleep on a bike on the public roads," Jason explained.

The whole event, with back-up support, is likely to cost around US \$10,000 – more than £5,500 – so the CPO is looking for sponsorship. Anyone wishing to support can e-mail him at jason@sawyerj.fsnet.co.uk or phone 01935 455714.

Six of the best from swimmers

FOR the sixth time in seven years, the Navy's male swimmers proved unbeatable at the Inter-Service championships.

The men left the RAF and Army limping 40 points behind them in a stunning display across the board, picking up at least one medal in every event.

Despite ending in overall third place, the RN's women's side put in highly-creditable performances, collecting more medals than they have done than in any recent Inter-Services event.

And the women's diving team held on to their trophy against considerable opposition.

An under-strength men's water polo team was unable to make much headway against the Army or RAF, however.

Rear Admiral Peter Davies, RNSA president summed up the swimmers' achievements: "A tremendous amount of personal effort has been put into preparing for this championships by participants and coaches."

RESULTS:
Men: 800m – 1 MEM Nutall, 3 – WO Jackson; 110m Fly – 1 OM Beresford, 5 WO Vaughan; 220m Backstroke – 1 OM Fairhurst, 3 WEA Rooker; 110m Breaststroke – 3 Mne Sharpe, 4 Mne Bomby; 440m – 1 MEM Nutall, 2 Lt Witt; 1m – 2 MEM Warwick, 3 CPO Franklin; 110m Free – 1 OM Beresford, 3 Mne Dawson; 110m Backstroke – 1 CPO Nolan, 2 WEA Rooker; 220m Breaststroke – 3 CPO Thomas; 220m Freestyle – 1 MEM Warwick, 3 LWTR Mantle; 2 lengths Freestyle – 1 OM Fairhurst, 2 WO Vaughan; Medley relay – 3rd place; Freestyle relay – 1st place.
Women: 110m Fly – 3 Trotter, 5 Southall; 220m Backstroke – 5 Martin Flaven, 6 Southall; 110m Breaststroke – 5 Kirkbright, 6 Millington; 440m – 3 Muir, 5 Norton; 1m – 3 Trotter, 4 O'Malley; 110m Free – 5 Duffy, 6 Beadle; 110m Backstroke – 4 O'Malley; 220m Breaststroke – 5 Kirkbright, 6 Millington; 220m Freestyle – 3 Muir, 5 Norton; 2 lengths Freestyle – 5 Duffy, 6 Martin Flaven; Medley relay – 3rd place; Freestyle relay – 2nd place.

Somerset easily see off Naval challenge

NAVAL cricketers were roundly beaten when they travelled to Somerset to face an athletic Academy XI on the picturesque North Perrott ground.

The RN won the toss and elected to bat, only to lose a succession of wickets in the first 10 overs in difficult conditions.

Only CPO Paul Barsby (HMS Heron) managed to master the situation, scoring an excellent 62 which formed the backbone of a mediocre 132 all out off 50 overs.

In reply, Somerset rarely looked troubled, especially after AEA Keith Adams (Heron) was taken off. Heron shipmate Lt Cdr Chris Slocombe bowled very neatly, but the result was never in doubt and the home side hit their target with seven wickets to spare.

Burnaby Road in Portsmouth hosts the Inter-Services Cricket Festival from August 2-4 as the RAF and RN try to wrest the title from the Army.

The Army take on the RAF on August 2, the RN play the losers the next day and the winners on day three, each match starting at 11am.

Globe – and laurels? – for young Catharine

HMS President AB Catharine Jones sailed into London's St Katharine's Dock to highlight the 30,000-mile Global Challenge yacht race which she has been selected for.

The junior rate reservist – by day a water scientist working for Mid-Kent Water – helped bring her boat Kunachi with shipmates into London's docklands.

A fleet of 12 identical yachts, 72ft in length and displacing 40 tonnes, is racing around the globe via the great capes, stopping off at seven ports on the way.

"It's my ambition to sail around the world and the Global Challenge provides this opportunity in the most exciting and challenging way that I know," said Catharine.

When not on the water or analysing it, the young rating serves in the command support branch of the RNR.

What's up, dock? No horses?

LIVERPOOL'S famous Albert Dock complex was the setting as the RN's canoe polo team challenged for an international trophy with 53 other squads.

As relative newcomers to the sport – the Merseyside International is now in its 13th season – the RN team was placed in the third of four divisions fighting for the title.

The sailors were roundly beaten by a Liverpool-based side in the first match, 4-1, largely due to the lack of match practice as a squad.

After a strong team talk, ability began to come to the fore. The University of London were seen off narrowly 3-2, before a hard-fought game against Viking which, despite leading 2-1 in the second half, the RN lost at the death to the odd goal in five.

The result meant that the best the team could hope for was 9th place overall, but spirits were not down – game four saw the team demolish Liverpool University 9-1.

Three games were lined up for the final day of competition: Brigend, Dragon Ladies and the University of London. Only the Dragon Ladies came away with any points, narrowly defeating the sailors 3-2.

"This was our final game – everyone enjoyed the atmosphere of playing in the docks and the team are looking forward to competing in more open and international tournaments," said CPO Gus Gusterson of RNAS Culdrose.



● This Harley's streets ahead: Sultan's team roars around the mud-soaked track at Longmoor

Picture: PO(Phot) Chris Brick

Sultan scrambles to uphold RN pride

ENGINEERS from HMS Sultan hit the dirt as they raced around Longmoor camp in Hampshire in a 24-hour off-road scramble competing with the rest of the Armed Forces.

Exercise Enduring Help – a Le Mans-style race around a five-mile course by day and night – is aimed at improving off-road driving skills in the military as well as promoting the sport and raising money for charity (this year Childline and Army good causes).

Sultan's four-strong team consisted of Lt Lee Blackburn and LAEA Mark Urry, plus JT Mick Hammond (RAF) and Cpl Mick Parsons (TA), also based at the Gosport training establishment.

More than 70 teams entered the contest, with riders generally completing three laps apiece – usually taking about an hour – before handing over driving duties to a team-mate.

Each squad was required to use an MOD standard-issue Harley Davidson motorcycle, with the exception of one team racing a Honda XR.

This is the first time Sultan has entered the challenge, and the riders and their support team found their engineering expertise useful, although they only suffered two breakdowns in 24 hours.

Two of the four riders had rarely off-roaded before.

"The biggest problems were the dust and other competitors falling off and obstructing the track," said Lt Blackburn.

"It certainly made night-time riding interesting.

"Strange as it may seem, a number of riders' lap times improved during the night phase of the event. Maybe it's true that what you cannot see doesn't scare you!"

Sultan ended in a creditable 16th place, raising more than £600 in the process.

Soldiers rocked by sailors' surprise climbing triumph

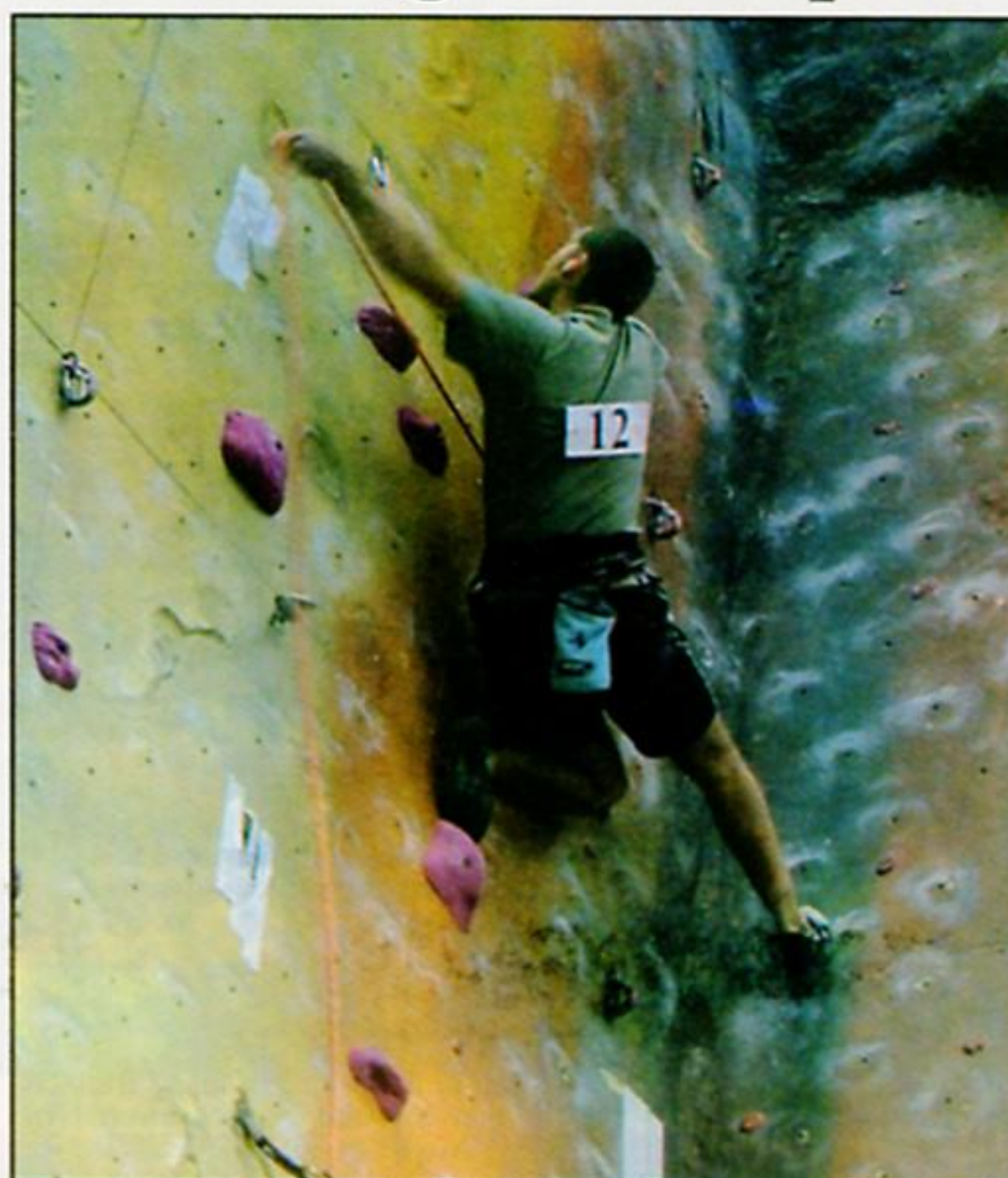
THE RN surprised their Army counterparts when they snatched one of the trophies at the Inter-Services Climbing Championships. Traditionally, soldiers dominate the event, held this year at Rockface in Birmingham, but for the first time sailors walked off with one of the team trophies.

Competitors enter one of three categories: open, U25s and ladies and attempt routes which become more and more difficult as they climb higher, hanging by their fingertips as they fight their way through a big overhang 20 metres above the ground. The winner is the climber who reaches higher than anyone else before dropping off.

CPO(MEA) 'Ellie' MacPherson of SFM in Portsmouth was the RN's top climber, but it was the U25 squad which clinched a trophy.

AEA Gaz Wilson (848 NAS) came second, followed closely by LOM(C) Andy Jackson (HMS Gloucester) and trainee pilot S/Lt Will Batho.

Fresh from their success, the climbers are already gearing up for 2005 events (!) – the RN and RM championships are lined up for next May and the Inter-Services in June. Details from Lt Cdr Mick Cooke 9380 44531 or visit www.rnmcc.org.



● Peak of fitness: HMS Gloucester's LOM Andy Jackson helps the U25 team to victory in the team competition

From airways to fairways

THE China Fleet Golf and Country Club was the setting for this year's Naval Air Command Championships as 81 fought it out on the greens and fairways.

Benny Goodman and Ken Combes took the betterball stableford pairs title with 41 points closely followed by CPO Roy Kemp and PO Andy Grewar with 39 points.

An individual stableford event was staged on the second morning of the competition with CPO Neil Kippax (10) victorious with a score of 40 points with PO Grewar (8) coming a close second with 38 points.

The main competition was a two-round medal format and even though it was played in near perfect conditions the China Fleet course showed its teeth and scoring was relatively high. PO Bomber Mills (6) led the gross competition at half way having shot 73 with CPO Jim McColl (6) and Steve Robinson (7) his nearest rivals with rounds of 84. In the net two players were tied on net 74: PO Palmers (17) and Geoffrey King (17).

After his first round PO Bomber Mills was not going to be caught unless he had a major catastrophe, taking few risks he carded a 81 enough to take the 2004 Naval Air Command title. Runner up was CPO Dave Duckworth with a second round of 74.

In the net event, one of the overnight leaders faded but PO Palmer (17) stayed solid carving a Net 70 to win (91, 87). Racing through the pack was PO Ted Roche (18) who carded the best round of the week with a 84, net 66 to go with a first round net 82 to finish runner up.

The Gross and Net team events were won by teams representing RNAS Yeovilton with SERCO coming runners up in the Jackdaw team Cup.

The NAC will return to the China Fleet Club for next year's contest.

TWELVE SHIPS CUT

● From page one

That will mean the end for HMS Dulverton, Brecon and Cottesmore.

The decommissioned ships will be handed over to the Defence Logistics Organisation for disposal.

Their fate will either be sale to other nations or the breaker's yard.

The review is not all black, however.

The Royal Marines – at the heart of the expeditionary warfare the RN will practise increasingly in the 21st Century – will enjoy an increase in strength, with extra engineers provided.

Extra personnel and equipment will also be provided for the special forces.

The Fleet Air Arm is unaffected by the review – “excellent news” said Admiral West.

Mr Hoon said the Government remained committed to providing key ships for the Fleet.

He has pledged to order two more Type 45 destroyers – on top of the six already on the order books – and the two ‘super-carriers’ vital to the strike role demanded of the 21st Century RN.

The changes mean that 25 destroyers and frigates will form the backbone of the future Fleet – a figure the First Sea Lord concedes is smaller than he would like.

“You can only afford what the resources allow,” the admiral explained. “Destroyers and frigates are not as important as the new aircraft carriers and our attack submarines.”

The attack submarine force will not be reduced further than the planned eight boats the RN intends to have in service by 2008 when HMS Trafalgar and Superb are

DEFENCE REVIEW AT A GLANCE

● RN personnel to reduce by 1,500 to 36,000 over the next four years.

● To be paid off: Type 42 destroyers HMS Glasgow, Newcastle, Cardiff; Type 23 frigates HMS Norfolk, Marlborough and Grafton; Hunt-class minehunters HMS Brecon, Cottesmore and Dulverton; Sandown-class MCMVs HMS Sandown, Inverness, Bridport by April 2007.

● Hunter-killer submarine force to reduce to eight by 2008; HMS Superb's lifespan to be extended by 12 months.

● Number of Nimrod maritime reconnaissance aircraft to be reduced from 21 to 16, with their role widened to include surveillance operations in support of military and security operations.

● Two more Type 45 destroyers will be ordered, bringing the class to eight ships in total; two aircraft carriers will form the core of the future Fleet.

● Special Forces to be increased in strength; new equipment is also being acquired, but the details are classified.

decommissioned.

Delays to the Astutes – the next-generation hunter-killer boats – mean HMS Superb will serve 12 months longer than originally planned.

Admiral West said he did not “instinctively welcome the early disposal of good ships”.

But he pointed out that the days of counting the Royal Navy's strength in terms of hulls in the water were over and the new breed of vessel – the Type 45 destroyers, future carriers, Astute-class submarines and assault ships Albion and Bulwark – was “far more capable than those they replace”.

Admiral West added: “I am bullish about the future. We have to take some quite unpleasant measures, but we still have the biggest war-

ship-building programme in Europe.

“There is some amazing kit coming through and we still have the best Navy in the world.”

But the Sea Lord warned that with a smaller Fleet, people would not be able to make the same demands of his men and women.

“We cannot have our sailors working even harder to meet the old commitments,” he stressed.

“They can be assured that they will not be over-stretched. They must have their harmony time.”

Across the Armed Forces, the RAF is to lose around 7,500 military jobs over four years and the Army will continue its shift from heavy armour to light. Its overall strength will be cut to around 102,000.

The destroyers and frigates earmarked for pensioning off will be decommissioned by March 2006.

The three Sandown-class warships will lower the White Ensign by April next year, and the Northern Ireland patrol vessels are due to be paid off by April 2007.

Despite the cuts, the defence budget will increase in real terms over the next four years with an extra £3.7 billion provided by the Treasury.

As part of the reduction in the RN's strength, there will be no enforced redundancies, nor will there be a freeze in recruitment.

“The Royal Navy remains an exciting career,” said Admiral West. “I would be happy as a young person to join the Service either as an officer or a rank. We are and will remain the best Navy in the world. I am very upbeat.”

Queen calls on Condor

THE QUEEN visited 45 Cdo Royal Marines on July 1 at their base RM Condor, Arbroath.

The 700-man strong 45Cdo is one of the core manoeuvre units of 3 Cdo Brigade and provides part of its immediate combat capability.

This was demonstrated in Afghanistan in 2002 when 45Cdo conducted operations in severe mountain terrain at altitudes up to 10,000ft.

Picture: LA(PHOT) Gordon Bruce



Piracy killings double

THE NUMBER of reported piracy attacks world-wide in the first six months of 2004 fell from 234 in the same period last year to 182, says the ICC International Maritime Bureau.

But the number of people killed nearly doubled – 30 against 16.

Ships were boarded in 130 instances and eight ships were hijacked. There are also worrying signs of opportunist thieves becoming increasingly organised.

“Reports of violence against seamen have risen,” said the Bureau's Director Capt Pottengal Mukundan.

“The intelligence provided by the IMB to law enforcement agencies is precise and contemporaneous. Law enforcement agencies can thus increase their presence in these hot spots to prevent the loss of life and injury to seamen that we have seen in the first six months of this year.”

Indonesia recorded the highest number of attacks, accounting for over a quarter of the world total. It was also the location where the greatest violence was experienced, with many pirates armed with guns and knives.

Submarine twins with sous-marin

THERE'S nothing unusual about twins, only they normally speak the same language.

But two submarines with an identical purpose and nearly identical name but separated by the English Channel – or maybe it's La Manche – have ‘tied the knot’ in a unique twinning agreement.

As a further act of cementing the 100-year-old Entente Cordiale in the same month that the Royal Marines Band led the French Bastille Day parade down the Champs Elysee, strategic missile submarines HMS Vigilant and FS Le Vigilant, were officially linked.

Crew of the French boat, due to be declared operational later this year, and some of their country's Naval leaders gathered in Faslane to sign the agreement bonding the pair.

There are some cultural differences between the two submarines. On Le Vigilant it's not port and starboard crews which take the boat to sea, rather rouge et bleu – red and blue.

Both share a love of football, though. The Entente Cordiale Trophy has been instituted to mark the twinning and will be fiercely contested.

The twinning ceremony has been the highlight of a busy month for HMS Vigilant. She sent an honour guard to the opening of the Isle of Man's Parliament on the same day the French party arrived in Faslane (see page 16).

● Vice Admiral Thierry D'Arbonneau and Rear Admiral Submarines Paul Lambert at the formal ceremony linking FS Le Vigilant and HMS Vigilant at Faslane.



● ‘Very upbeat’: ‘The Royal Navy is and remains the best Navy in the world’ – First Sea Lord Admiral Sir Alan West

New dives on Tudor wreck site

THE MOD is funding a three-week exploration of the wreck site of the Mary Rose in the Solent to find whether it has



any secrets to yield before possible dredging operations in the area.

The site of the wreck of the Tudor warship, which sank in 1545, lies close to the preferred route into Portsmouth Naval Base for the RN's new generation of aircraft carriers.

A deeper and more direct route may be required for the new ships which, when they enter service in eight years' time, will be over twice the size of the Navy's current Invincible-class and the biggest

British warships ever built.

Diving operations from the chartered survey and support vessel Terschelling began under the auspices of the Mary Rose Trust on July 24 and are due to last until August 14.

A year ago MOD, through its Warship Support Agency, financed a similar diving season. This resulted in the raising of many artefacts that had not been recovered by previous exploration and led to speculation that the bow castle of the ship could still be hidden under the mud.



YOUNG READERS CLUB

Young Readers Club, Navy News, HMS Nelson, Portsmouth PO1 3HH

www.navynews.co.uk/youngreaders youngreaders@navynews.co.uk



Set your cap at Royal Marines

Say goodbye to the world of dark blue and welcome to the land of ruffy-tuffy green.

Lots of people seem to think that the Royal Marines are part of the Army.

Well, they're wrong, and we expect you to set them straight.

The Royal Marines are an essential, vital, brave and heroic part of the Royal Navy.

Find out more...

How the jigsaw works

Now this might seem slightly complicated, but honestly it isn't...

You see there's 3 Commando Brigade which has three Commando units. (The first 3 is part of the brigade name, the second is how many.)

The three Commando units are called 40 Commando, 42 Commando and 45 Commando. (We know there's a few numbers missing there, but this is right...)

These Commando units are made up of 700 men, and can be sent anywhere in the world at a moment's notice primed and ready for action.

There are various other units who provide support to 3 Commando Brigade. They offer expertise in things like scouting and reconnaissance, communications, air defence and weapons, landing craft and transport.

Royal Marines also make up the Fleet Protection Group. This unit is focused on security tasks, such as guarding Britain's nuclear submarines.

And let's not forget the Commando Helicopter Force based at the Royal Naval Air Station Yeovilton, made up of Royal Navy and Royal Marines, who look after the helicopters.

Best of the best

So, who are the Royal Marines? Well, you can tell from our headline that we're rather proud of them here at the Young Readers Club. The Royal Marines are primarily Commando soldiers. But what does that mean?

The word Commando is originally Portuguese, and was used by the South Africans during the Boer War at the turn of the 20th century to describe military units.

Then in World War II, the British started to use Commando for elite Army infantry units who were used in amphibious raids. Amphibious raids means when troops rush from a ship on to the shore to carry out their military role.

Well, obviously the Royal Marines were experts in amphibious warfare, and so it wasn't long before the first Royal Marine Commandos formed on Valentine's Day, 1942. Probably not a loving gesture for the enemy forces!

To become a Royal Marine Commando, you have to pass one of the toughest training tests in the world. Fitness, endurance and military know-how are pushed to the extremes, and only if - and it's a big if - only if you're good enough will you win the honour and the privilege of wearing the Royal Marines' coveted green beret.



● Royal Marines train regularly in cold and snowy parts of the world to make sure they are ready for any climate conditions



● Royal Marines climbing on board an American helicopter

coveted green beret.

Royal Marines serve all around the country and all around the world. They can be found north and south, east and west. They are trained to work in the toughest climates, hot dry deserts, humid sticky jungles, and cold rugged mountains.

One of the ways that Royal Marines travel around the world is in an Amphibious Ready Group. This means special ships designed to support Royal Marines and all their particular equipment.

At sea, this includes landing craft - these are sturdy strong boats that can be loaded up with Royal Marines, their vehicles and all their kit; raiding craft that are little whizzy boats; and mexeflotes, a strange word that describes large floating platforms that can be used to move heavy vehicles from ship to shore.

Up in the air Royal Marines use certain helicopters as part of their specialist realm. This includes the sprightly Lynx helicopter, the big Chinook with its distinctive double set of rotor blades, and the Sea King Mk 4, the Commando assault helicopter, known in the Service as a 'Junglie'.

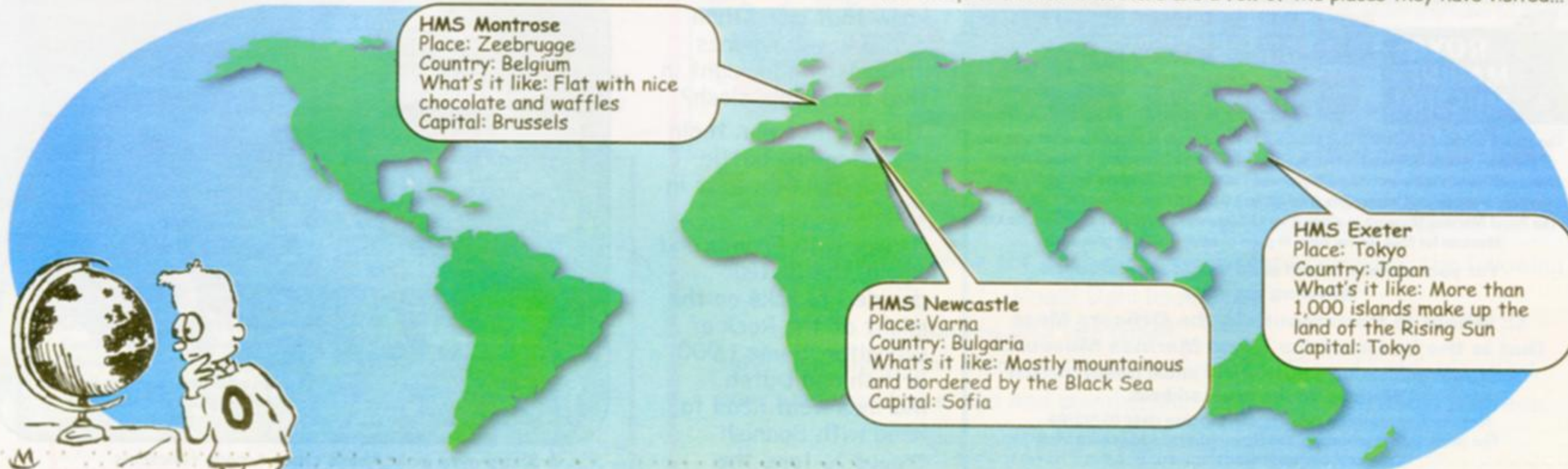
why

is the badge of the Royal Marines the Globe and Laurel? Because in 1827, King George IV decided that the Royal Marines had such a long list of victories and brave acts that it would be difficult to select battle honours, so he said the only the world itself would be

big enough to include all their actions. The Globe is surrounded by the laurel wreath, marking the bravery of the Marines at the Battle of Belle-Ile in 1761.

Where in the world...?

Ships from the Royal Navy and Royal Fleet Auxiliary, Royal Marines and aircraft from the Fleet Air Arm, have been travelling all around the world for the past few months. Here are a few of the places they have visited...



HMS Montrose
Place: Zeebrugge
Country: Belgium
What's it like: Flat with nice chocolate and waffles
Capital: Brussels

HMS Newcastle
Place: Varna
Country: Bulgaria
What's it like: Mostly mountainous and bordered by the Black Sea
Capital: Sofia

HMS Exeter
Place: Tokyo
Country: Japan
What's it like: More than 1,000 islands make up the land of the Rising Sun
Capital: Tokyo



Rank and file

You might have noticed that the Royal Marines have different titles to the Royal Navy.

So rather than being called Commanders and Admirals, the Royal Marines have names like Lieutenant Colonels or Generals.

Because the Royal Marines were originally soldiers of the sea, they have similar rank titles to soldiers in the Army.

So we have ranks like Marine, Lance Corporal, Corporal, Sergeant, Colour Sergeant then Warrant Officers 1 and 2.

Officers can be Lieutenants, Captains, Majors, Lieutenant Colonels, Colonels, Brigadiers and Major Generals.

One thing to bear in mind though, we have the Royal Marines. If you talk about the 'Marines', then that's those American types from over the Atlantic Pond. You can call ours the 'Royals' or the 'Green Berets'.

That way you can make sure you don't get an angry Royal Marine at your door telling you how to say his name properly!

club zone

It's your club

Hello to our fantabulous ruffy-tuffy summer spectacular all about the Royal Marines.

But the paper isn't just about them, it's also about you! Your letters, your drawings, your emails - and we just love to hear from you.

So keep in touch, don't forget to write, and send us a postcard all about your adventures away from home.

Several of the winners of our recent Top Trumps competition have written in to say thank you. Adam Spivey told us:

"I would like to thank you for the warship card game that you sent me.

"I have played with them a lot, along with my sister. I have learned quite a lot about warships.

"My sister is looking into a career as a Naval officer at the moment, and has an interview in the next few weeks."

Well, thanks for writing in, Adam, and good luck to your sister!

We've had similar letters from Robert Osborne who told us how much he and his sister enjoyed playing with the cards, particularly good for long car journeys we are told.

Robert is a member of the sea cadets and says the cards have helped him learn about different ships in our Navy and other countries as well.

Zachery Rumfitt, aged 6, not only said thank you but sent us a drawing of a Sea Shadow from the card game.

And finally, our longest distance message came from Tatiana Hardcastle of Belgium, apparently all the boys in her class keep trying to borrow her cards because they're so interesting.

All the excitement of the recent D-Day celebrations reminded Tatiana of her grandfather's bravery. She says:

"My grandad was on Omaha beach. He was on an ammunition ship transporting American troops to the beaches.

"He always said he remembered the terrible noise of the firing from the different ships. I am very proud of him and wish he was still alive today."

Thanks, Tatiana, and we're sure your grandad would be very proud of you too.

Speaking of grandfathers, Laura Wood is keen to find out if any of our members' grandfathers served in HMS Carysfort from 1964 to 1966 with her grandad, Ken Rogers. If you can help, write to Laura here at the Young Readers Club, c/o Navy News.

We've had an email from Matthew Miller and his mum Alyson, who are looking forward to visiting the Blue Reef Aquarium with tickets they won from a YRC competition. They say: "The Young Readers Club is brilliant. Keep up the good work."

Gee, thanks. We're really glad you like what we do here.



● Modern-day Royal Marines leap from a raiding craft during exercise Rapid Alliance in America

The birth of the Admiral's Regiment

The call went out on October 28, 1664, for 1,200 soldiers to serve in the Navy's Fleet.

The new unit was called the Duke of York and Albany's Maritime Regiment of Foot. But, since the Duke of York was also the Lord High Admiral (and let's be honest, that long name is a bit of a mouthful!), the soldiers became known as the Admiral's Regiment.

These men were trained to be both soldiers and sailors, and served in warships.

From these beginnings the current Royal Marines were born.

The Royal Marines have been part and parcel of the Royal Navy's history, making their mark at famous battles and historic moments.

Everyone knows about Nelson at the Battle of Trafalgar, but did you know that more than 2,500 Royal Marines struggled and fought in that incredible clash?

The Marines won their long-standing battle honour for Gibraltar in 1704.

At war with France and Spain, the British decided to take on the might of the Rock of Gibraltar. Some 1,900 British and Dutch Marines went head to head with Spanish troops to take the

peninsular fortress.

Away from their warlike achievements, the first ships to arrive in Australia in 1788 carried Marines.

The shining path of glory continued through World Wars I and II.

The famous names of Gallipoli and Zeebrugge were part of the Royal Marines heroic annals in the first of these global conflicts.

The first Royal Marine Commandos formed during World War II, and over 80,000 men served their country from within the ranks of the Royal Marines.

Two thirds of the landing craft during the D-Day landings were crewed by Royal Marines.

In recent decades the Green Berets have shown their mettle in



● Medics from 3 Commando Brigade practise treating Corps casualties

the battlegrounds of the world.

From the Falkland Islands in the remote South Atlantic to the dusty desert lands of Iraq, from the eastern European clashes in Bosnia to the African lands of the Congo Republic - the Royal Marines have been a vital part of British Forces in all these places and many more.

Since the terrible events of September 11, the Royal Marines have seen action in Afghanistan and Iraq.

So there you have it, a tough elite fighting force who have been at the forefront of battles across the globe for 250 years.

And even now they are poised and ready to go into action whenever and wherever they are needed.



● Sharp eyes make these crack troops fearsome

Members birthdays

It's a bumper list of birthdays for our bumper August issue. Best wishes for your big day to all of you!

William Adams
Robbie Aitchison
Claire Aspin
Benjamin Barry
Kieran Beek
Misha Bell
Sophie Beverley
Mitchell Birch
Sam Butt
Tommy Carr
Calum Cashell
Abbie Chadwick
Scott Clark
Christopher Clayton
Nathan Core
Thomas Davis
Thomas Day
Oliver Eadie
Adam Eaton
David Eldridge
Keirran Eldridge
Joshua Forth
Matthew Foxcroft
Michael Frost
Amy Fudge
Robert Gelens
Jacob Graham
Jennifer Hall
Ryan Hartshorn
Sean Hayton
Shaun Hearn
Emily Heidstra
Jack Hort
Jessica Jermy
Thomas Judd
James Kennett
Stephen Mann
Ashley Martin
Francesca Mason
James McGhee
Rhys Morgan
William Morton
Phillip Murphy
Georgia Noyce
Tara Osborne
Emma Overend
Karl Partridge
Joe Peake
Adam Peers
Thomas Philcox
Matthew Prested
Krystina Preston
Tristan Ridler-Lee
John Roberts
Scott Saunders
Jodie Savory
Peter Shepherd
William Short
Philip Smith
Jack Southall
Connie Squibb
Harry Stileman
Sam Stokes
Magnus Thompson
Billy Turburville
Leanne Walsh
Andrew Whapshott
David Whitehead
Sally Wilkinson
Alexander Williams
Daryl Williamson
Bryce Wilson
Hannah Wood
Billy Young

Don't forget to let us know if you change your address!



WIN A PAIR OF TICKETS FOR MUM AND DAD!

The award winning Royal Marines Museum in Portsmouth is housed in what was one of the most stately Officers Messes in England (Eastney Barracks). It is here where you can discover the exciting 330 year story of the Royal Marines brought to life through dramatic and interactive displays and the world famous medal collection. The Royal Marines Museum is offering all children aged 16 years and under into the Museum for free. So we have 10 pairs of adult tickets to give away.

For your chance to win send us the answer to the following question.

Q: Where in Portsmouth is the Officers Mess that is the home of the Royal Marines Museum?

Send your answer on a postcard or email clearly marked 'Marines' to the usual address

Normal Competition rules apply. Closing date 05/09/04. For more information on the Royal Marines Museum visit www.royalmarinesmuseum.co.uk

Strike up the Band

The only Royal Marines who are not Commando soldiers are the men and women of the Royal Marines Band Service. Expert musicians these military musicmakers keep Service and civilian audiences spellbound with their melodic abilities.

But in conflict they also have a military role providing support and assistance to those in the forefront of action.

Strutting their stuff

The Royal Marines have recently been showing off their talents in an exercise just off America.

The Royal Navy and Marines have been working together with other countries, practising their battle skills.

The exercise, Rapid Alliance, was centred around an amphibious attack - Royal Marines charged ashore to free the fictional country Kartuna from the evil invasion of Korona.

Almost 2,000 Green Berets took part, along with another 3,500 people from the British Armed Forces.

Almost 20 British ships took part in the exercise, primary among these were HMS Albion and HMS Ocean for the Royal Marines.

HMS Albion is an amphibious ship with a hollow belly that can hold hundreds of Royal Marines, their landing craft, their vehicles and all their specialist kit.

HMS Ocean is also an amphibious ship, but specialises as a helicopter carrier. Ocean's helicopters carry the Royal Marines and land them ashore during attacks.

Rapid Alliance - the biggest amphibious war game in years - was hard work for all involved, but also a big success.



● Royal Marines jump from their landing craft

Tough test to be the best

Now after reading all this exciting stuff about Royal Marines we bet you're sat at home saying "I wanna be a Royal Marine!"

Best to warn you, it isn't easy.

Even the three day course designed to let candidates know about the Royal Marines is tough.

Up for reveille at 6am potential Royal Marines are put through their paces in gym tests, drilled on parade, set to work on a 3-mile run and tested on a high-obstacle and assault course.

And that's just the likely candidates.

Once you've survived that, you will take on the



● Royal Marine Commandos receive the best training in a range of specialties, from weapons to communications

Royal Marines Commando recruits course.

That's 32 weeks of hard slog, pushing yourself to the limits mentally, physically and professionally.

Weapons and navigation, survival and commando skills - all are created and honed.

Only if you survive this, one of the longest, toughest military courses in the world, will you win the right to wear that coveted green beret.

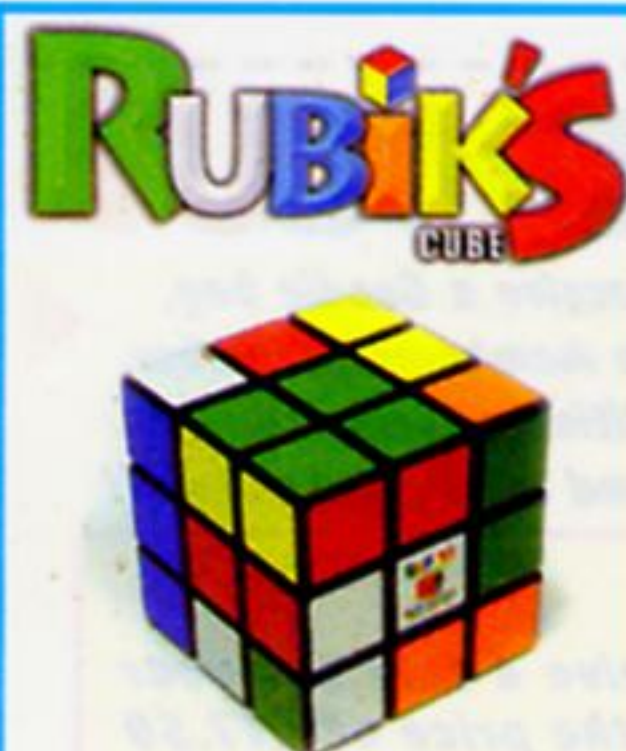
Recruit training takes place at the Commando Training Centre Royal Marines at Lympstone.

This Centre trains recruits, officers, and offers specialist courses for signallers and clerks among others.

Throughout his career, a Royal Marine will visit Lympstone many times.

The motto of the Royal Marines is the latin phrase 'per mare per terram' which means 'by sea by land'.

All this training makes sure that the Royal Marines can tackle whatever job, whatever the conditions, wherever in the world.



Beat the clock, Beat yourself, Beat everybody!

RETURN OF THE RUBIK'S CUBE

The world's greatest puzzle is back in the UK - ready to challenge the brains of a new generation.

The biggest the fastest-selling cult toy of all time: the legendary Rubik's Cube is back. If you were too young to get in on it first time around, now's your chance to experience it first hand. For your chance to win one of these fantastic toys worth £9.99 just send us a postcard or email marked 'Rubiks' along with your name, address, age and membership number to the usual address

Normal competition rules apply. Closing date 05/09/04. For more information on Rubiks Cube visit their official website www.rubiks.com or contact Drumond Park on 01506 855577



club zone

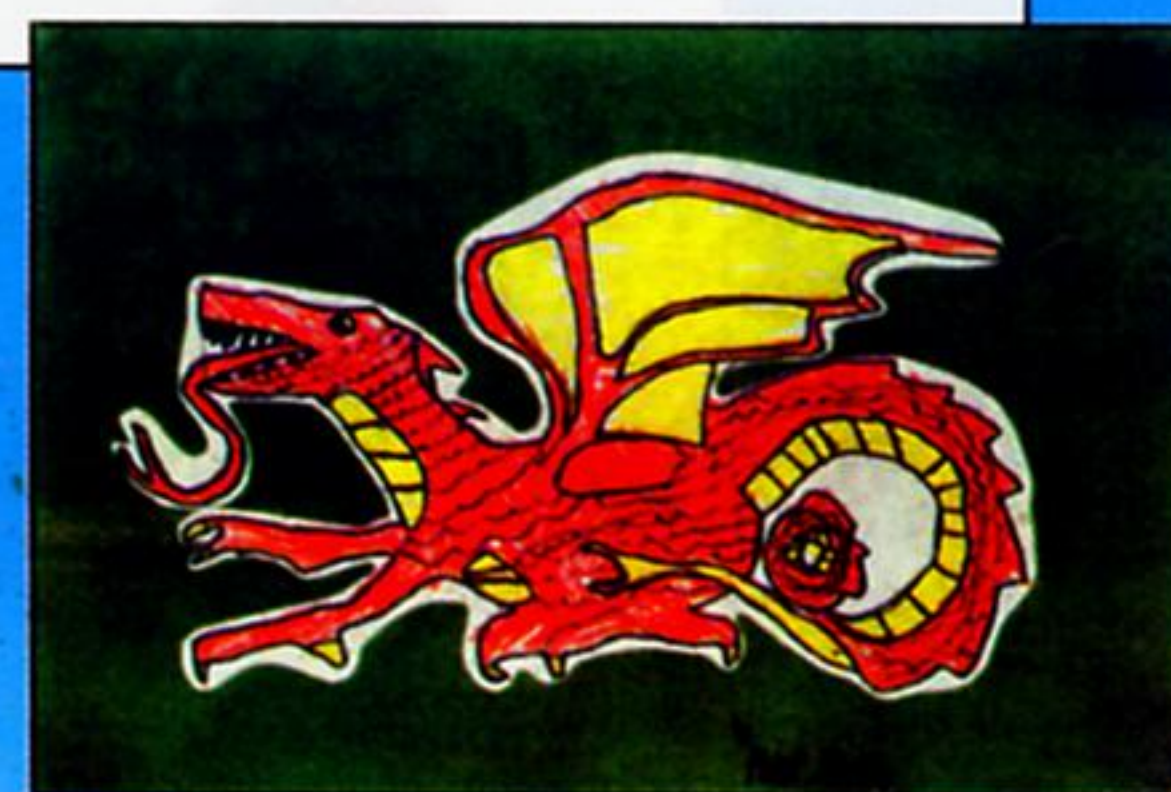
Welcome to the Land of Dragons!

We've suddenly come over all dragonish here at Navy News. We've been besieged by a horde of dragons, lashing their lizardly tails and breathing their fiery breath. And they all want to know who won our Dragon's Lair competition for family tickets for Chessington World of Adventures.

We told our monstrous visitors that it was almost impossible to choose the best drawings as we had been stunned by the fantastic standard of the entries.

Here are the winners!

These two cheery green dragons came from the Reid brothers, Jack (11) and Connor (8), of Essex.



The picture above comes from Phillip Murphy (10), who lives in Lincoln.

MORE DRAGONISH DESIGNS OVER THE PAGE

MEMBERS ONLY COMPETITION



PLAYADAY.COM
UNLEASH THE FUN IN YOUR FAMILY!

Winning Moves has brought Roald Dahl's magical stories to life in a fantastic range of games and we have 15 sets to giveaway.

This brilliant prize includes the 'Charlie and the Chocolate factory board game', where you have to be the first to the great glass elevator with all your sweets! Devious and cunning people will excel at 'The Twits Card Game' - the nastier you are and the more dirty tricks you play, the more likely you are to win! Foil the evil farmers and get to the feast and you'll be well on your way to winning in the 'Fantastic Mr Fox board game'. 'Goodies and Baddies' Top Trumps completes the range - see how Roald Dahl's weird and wonderful characters score against each other.

For your chance to win a set of these superb sets complete the following Roald Dahl book title

James and the Giant _____

Send your answer on a postcard or email marked 'Roald Dahl', along with your name, address, age and membership number to the usual address.

Normal competition rules apply. Closing date 05/09/04. for more information on The Roald Dahl range visit playaday.com

club zone

Battle for beastly competition

Here are our other three winners in the hard-fought contest for Chessington World of Adventure tickets:

The fiery dragon to the right, who looks like he's going to gobble up that little knight, came from Jack Price (9) of Dronfield.



This smiley dragon with his fabulous pointy tail was sent in by Jodie Savory (13) of Leighton Buzzard.



Our raging roaring red dragon with his golden belly came in to us from Callum Philcox (7) of Cornwall.



So keep on sending in your drawings and pictures, we love to see them and sometimes there are super prizes to be won!

WIN THE ULTIMATE BIRTHDAY PARTY!

There's only one place that can truly say it's a sanctuary for boys – that's Toonami. For those who like their superhero's super-hot and their animation supercharged, the full force action-adventure channel has created the ultimate universe. Offering a total escape, Toonami take's it's viewers on a journey and lets them loose in a world of super-tough heroes, ultra-evil villains and big bad mega-robots. With top shows including Samurai Jack, Justice League and shows unavailable on any other channel in the UK. Catch Toonami on Sky Digital 621, Ntl 903 and Telewest Broadband 732.

One lucky reader will win a party box containing everything you need for a fantastic party from invites, to balloons and a cake. Plus a baddy bag including a book, a dvd, figures and toys amongst other items. Nine runners up will win a Toonami baddy bag.

For your chance to win this great prize send a drawing of your favourite superhero marked 'Toonami' along with your name, address, age and membership number to the usual address.

Normal competition rules apply.
Closing date
05/09/04.



Hell hath no fury as a woman scorned

The Royal Marines are predominantly male. However there are women in the Royal Marines Band Service, and they have a wartime role doubling up as medical support.

But some centuries earlier a woman served her country in the thick of battle as part of the Marines.

In 1745 Hannah Snell set out to find her husband, who had run away to sea and left her. So Hannah, an enterprising woman, disguised herself as James Gray and signed up with the Marines at Portsmouth in 1745.

She served in HMS Swallow, sailed to the East Indies and fought in India yet despite battle injuries and a flogging, Hannah managed to keep her true sex hidden.

But once she found out that her dastardly deserting husband had died, Hannah chucked in her Marine career and set up a pub in London called - appropriately enough - the 'Woman in Masquerade'.



● Big trucks are best for carrying big men to big battles

Take a look behind the doors of the Green Berets

Have we told you enough? If not and you want to find out more about the Royal Marines, here's a few suggestions. If you take a look at the Royal Marines section on the Royal Navy website at www.royalnavy.mod.uk you can follow links to find out more.

The other place that you can go to find out more about the history of the Royal Marines is their museum in Eastney in Portsmouth.

There's all sorts of things to see and do

here. Dramatic displays tell the story of the Royal Marines.

The Heyday of Sail is a new display at the museum, an exhibition on Nelson's Navy.

And throughout the summer holidays, there's a family event on every Wednesday - perhaps shadow puppets or masks.

If you want to know more, you can visit their website www.royalmarinesmuseum.co.uk or telephone 023 9281 9385.

who

was 'The Man Who Never Was'? During World War II, the Germans thought they had retrieved the dead body of a Royal Marine, Major William Martin, who had

papers describing the British plans to fight in Europe. But none of this was real! It was all a cunning plan by the British to mislead the enemy. The body was probably that of a homeless man who had died of pneumonia in London but been dressed up as a Royal Marine to trick the Germans.

YOUNG READERS CLUB

Join the Navy News Young Readers Club and you will receive a Goodie bag, Royal Navy Baseball Cap, Membership card and exclusive membership number, Birthday & Christmas Cards, Members only competitions, Exclusive Naval Visits, Discounts to local and national attractions and much, much more!!

I Would like

- ☐ Membership until my 16th birthday and to receive a free one year subscription to Navy News (worth £20.50) for the price of £17.50
- ☐ Membership for one year and to receive four copies of Navy News for just £5.00

Name
Address
Postcode
Tel No D.O.B.
E-mail address
School attended

Send your completed form to the address below with a cheque or postal order for the correct amount, made payable to NAVY NEWS:

'Young Readers Club' Navy News, HMS Nelson, Portsmouth PO1 3HH

Or for further information contact us on 023 9273 3558
or by email: youngreaders@navynews.co.uk

You can also enrol online at www.navynews.co.uk/youngreaders or over the phone by credit or debit cards (we accept payment by: Visa, Mastercard, Delta or Switch)

This month

The Navy's first iron-clad warship HMS Warrior was commissioned on August 1, 1861.

Poor Warrior had a bad start to her Naval life. Her launch on December 29, 1860, took place in the coldest winter for fifty years.

The ice and the cold were so fierce that when she was launched she stuck to the slipway, frozen in place by the chilly weather.

But once at sea, the beautiful dark lines of the Warrior won the admiration of all who saw her.

She also won respect. HMS Warrior never fired a shot in anger. She was the nuclear deterrent of her time. So well-equipped and scary was she that enemies took one look and decided not to pick a fight with the British.

She was bigger, faster and more powerful than any other warship on the seas.

But sadly her glory years did not last too long. Her much admired design provoked copies across the world, and each new ship brought new improvements to better the original.

Within ten years HMS Warrior was obsolete, overtaken by the ships she had inspired.

She became a floating hulk, stripped of masts and guns, unloved and unwanted.

After fifty years as a floating oil jetty at Pembroke Dock in Wales, Warrior was taken in hand and eventually restored.

Now you can find her at Portsmouth Historic Dockyard, a 19th century warship brought to life in every detail.

For more information visit: www.hmswarrior.org or www.historicdockyard.co.uk.

NEXT MONTH

Amid all this hot summer sunshine we thought it might be time to tell you about the ice and cold encountered by the Navy's explorers in the frozen north and south of the globe.

Competition rules:

All Young Readers Club competitions are open to readers aged 16 or under, except employees of Navy News and their families or any company associated with the competition. One entry per person. The decision of the judge is final. Full competition rules are available by contacting us at the usual address.